ROLL No. C0010
DATE FILMED 5-25-73
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LOCATION Maxwell AFB, Ala.
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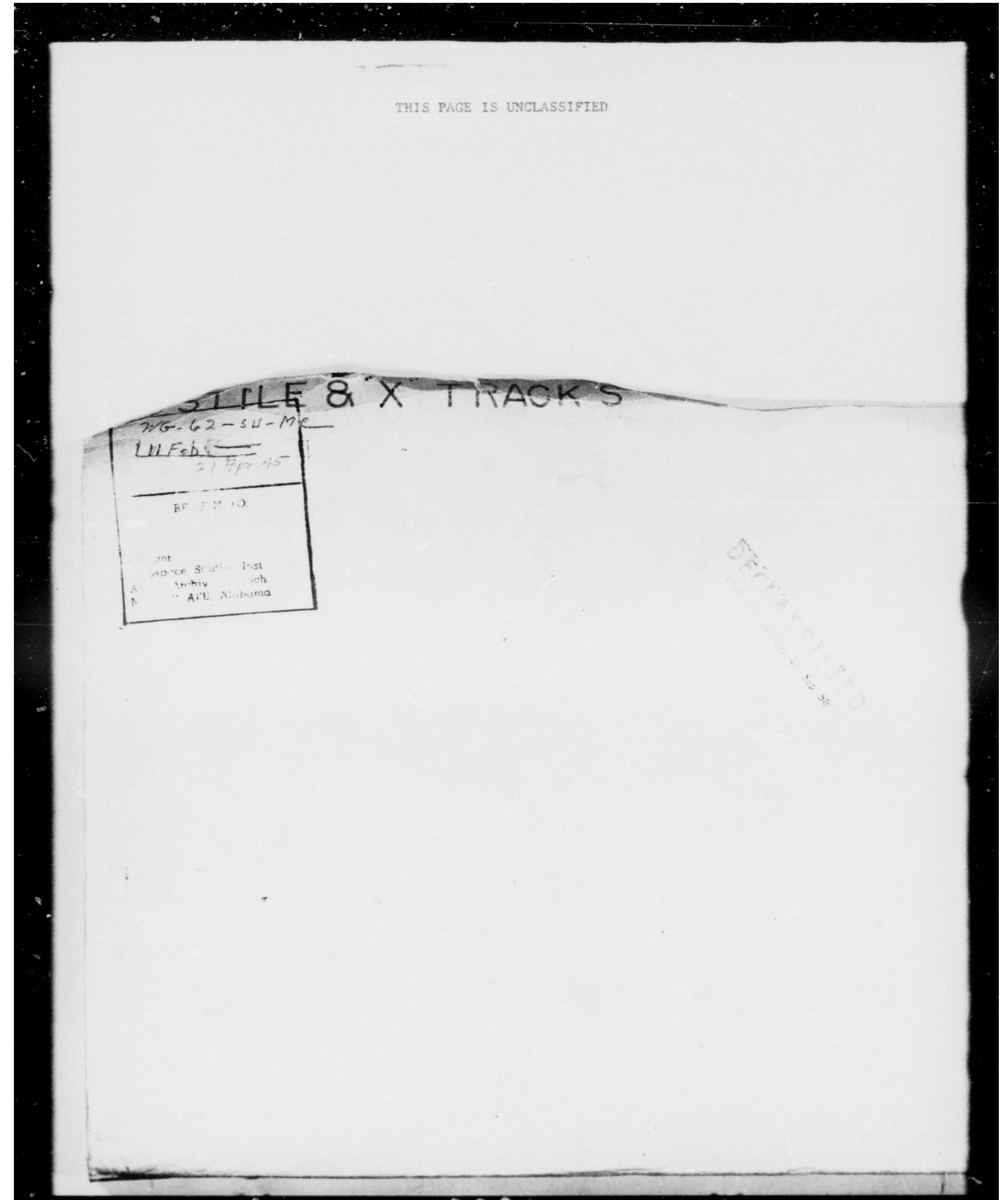
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Marguerite K Kennedy
MARGUERITE K. KENNEDY
Chief, Archives Branch
The Albert F. Simpson Historical Research Center

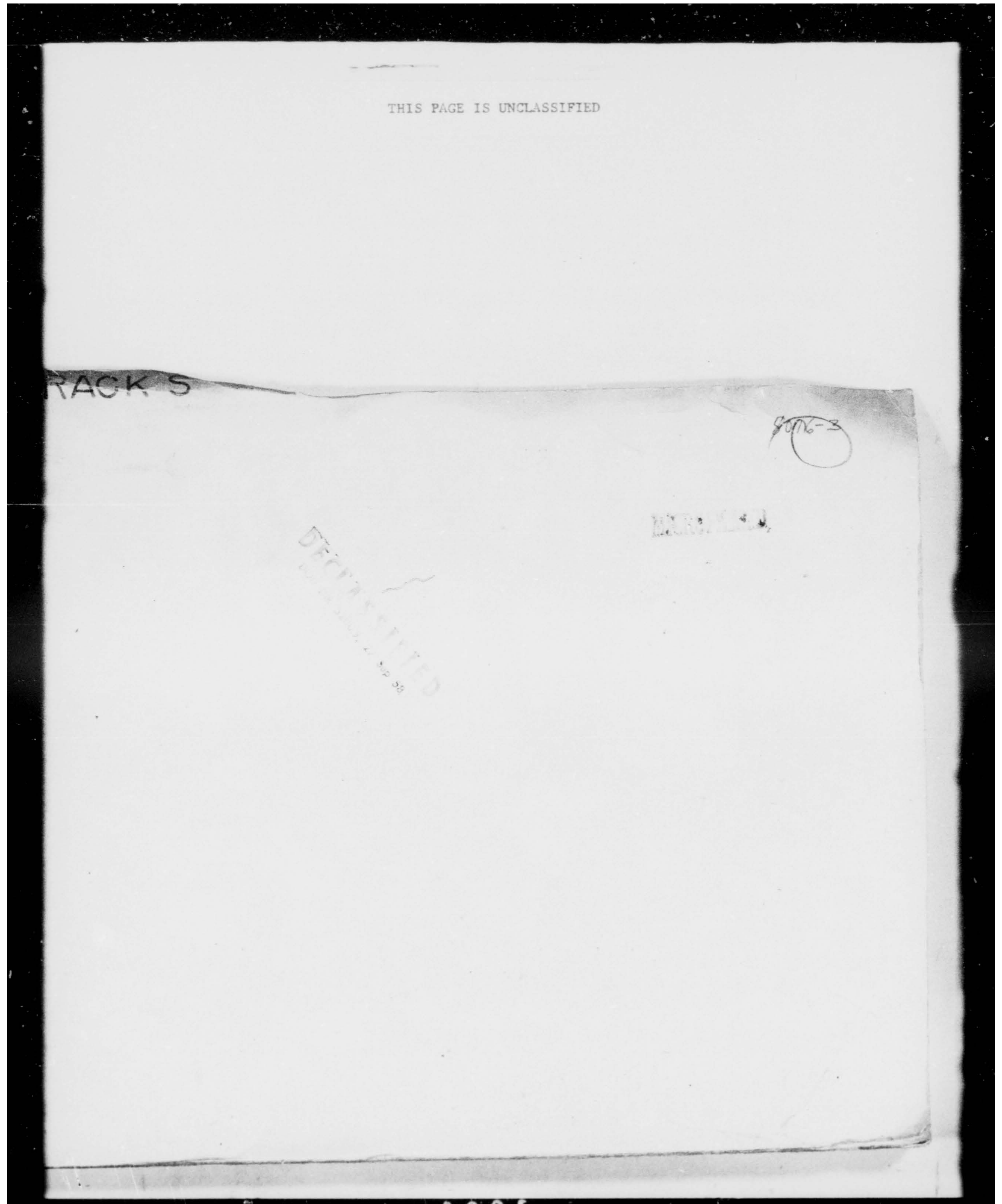
Billie H. Hix
BILLIE H. HIX
Chief, Technical Systems Branch
The Albert F. Simpson Historical Research Center

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S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HHP/asa

APO 650, U S Army
22 April 1945

SUBJECT: Weekly Overlay of Hostile Tracks.

TO: Commanding General
62nd Fighter Wing
APO 650, U S Army

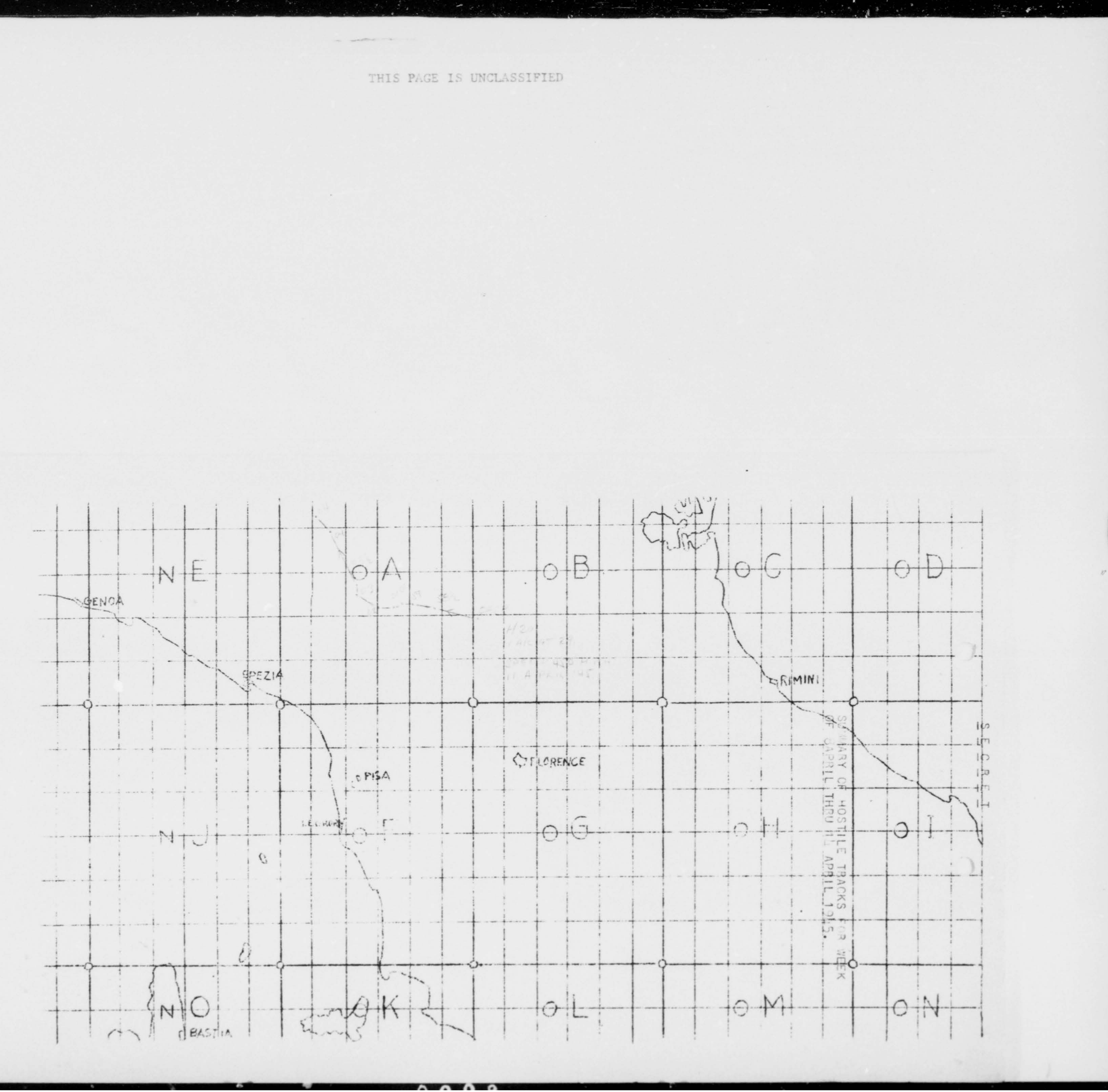
1. Negative report on hostile tracks in this area is submitted for the week of 15 through 21 April 1945.

FOR THE COMMANDING OFFICER:

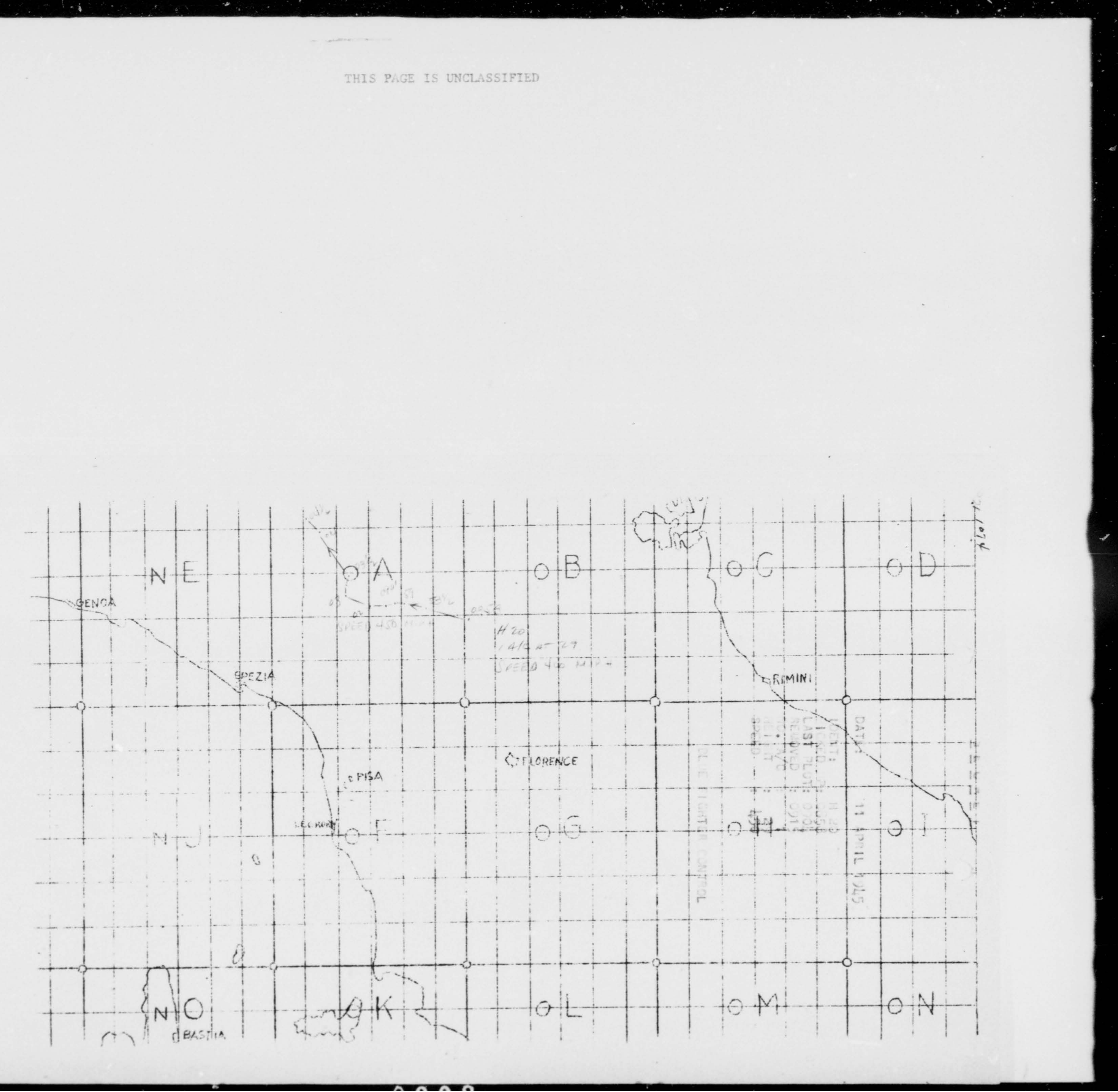
HERBERT H. PECK, JR.
Major, Air Corps
Operations-Executive O.

S3/1172

S E C R E T



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NE
A
B
C
D
GENOA
SPEZIA
RIMINI
FLORENCE
PISA
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NO
K
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N
BASTIA
BLUE FIGHTER CONTROL
11 APRIL 1945

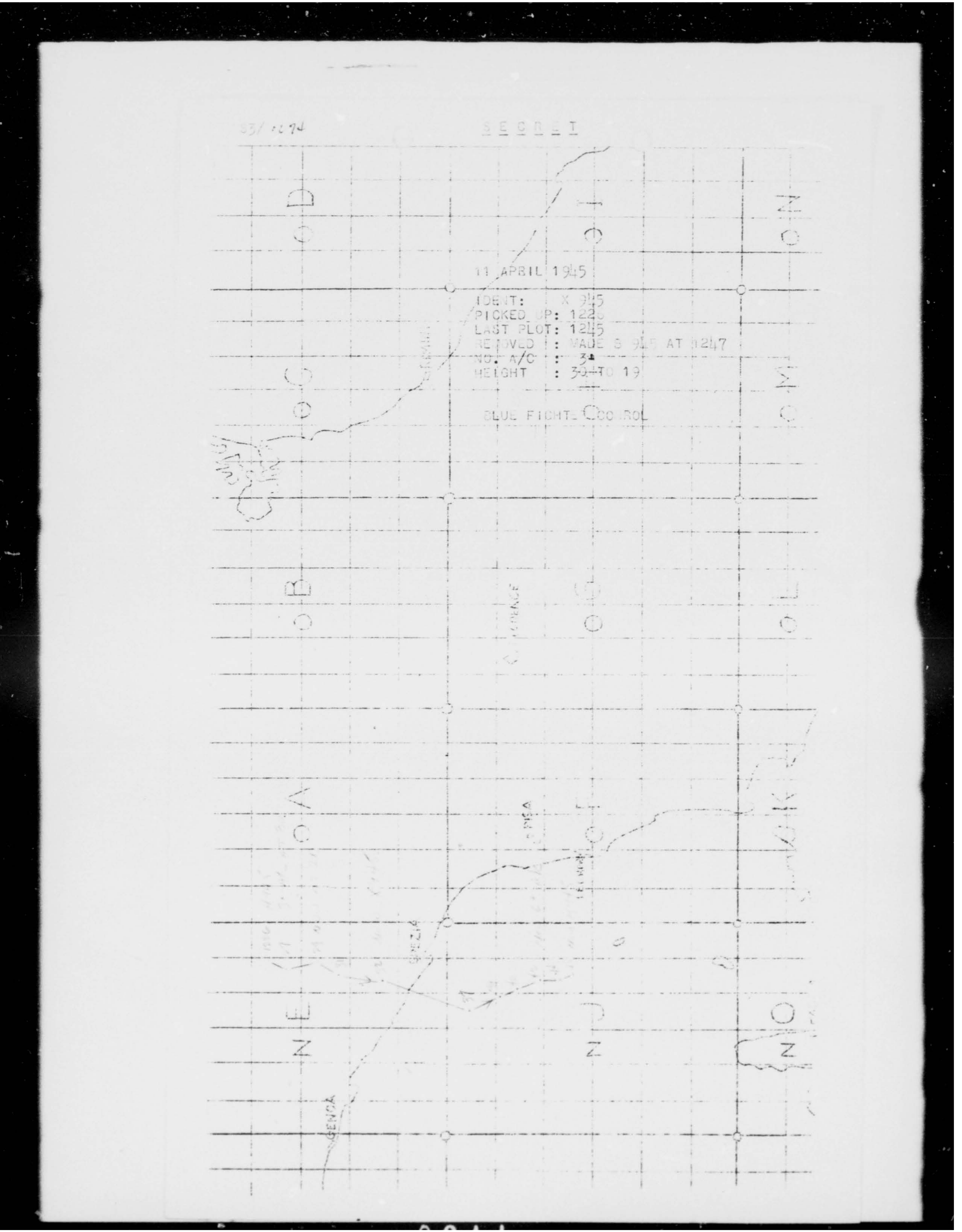
BLUE FIGHTER CONTROL

FILTER ROOM RECORDING SHEET

TELLER: Burkhart FILTER OFFICER: Lt. Wanner DATE: 11 April
RECORDER: Vedlin FILTERER: Gerber PAGE:

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
0858	NW	OB 1901	H20	1	29			
58½	NW	OA 2208	H20	1	29		400	
59	W	OA 2301	H20	1	29		400	
0900	W	OA 2335	H20	1	29		400	
01	SW	OA 2235	H20	1	29		400	
02	SW	OA 2230	H20	1	29		450	
03	NW	OA 2523	H20	1	29		450	
03	N	OA 2723	H20	1	29		450	
	N	OA 2926	H20	1	29		450	
04	NW	OA 3915	H20	1	29		450	
04½	NW	OA 4211	H20	1	29		450	
15			H20	Removed.				

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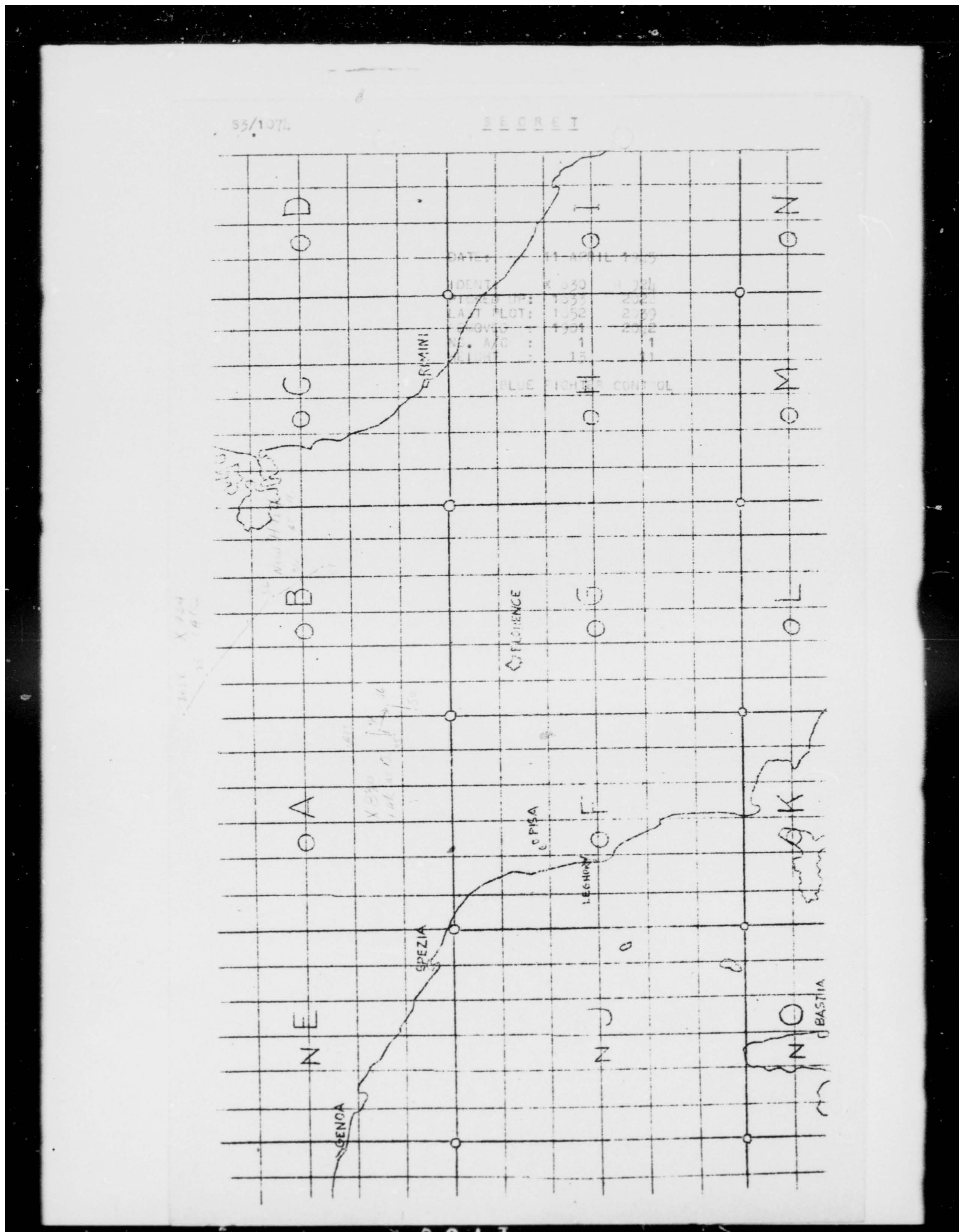
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BLUE FIGHTER CONTROL

FILTER ROOM RECORDING SHEET

TELLER: Evans FILTER OFFICER: Lt Wainner DATE: 11 April
RECORDER: Fuger FILTERER: Brown PAGE:

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
1226	SW	NE3749	H945	3+	30			
27	SW	NE3357	H945	3+	30			
29	SW	NE2749	H945	3+	21			
31	SW	NE2245	H945	3+	21	Now	X945	
32	SW	NE1343	X945	3+	21			
34	NW	NE1737	X945	3+	21			
37	S	NJ5635	X945	3+	21			
39	SE	NJ4939	X945	3+	21			
40	SE	NJ4641	X945	3+	19			
42	SE	NJ4144	X945	6+	19			
43	S	NJ3644	X945	6+	19			
45	SE	NJ3446	X945	6+	19			



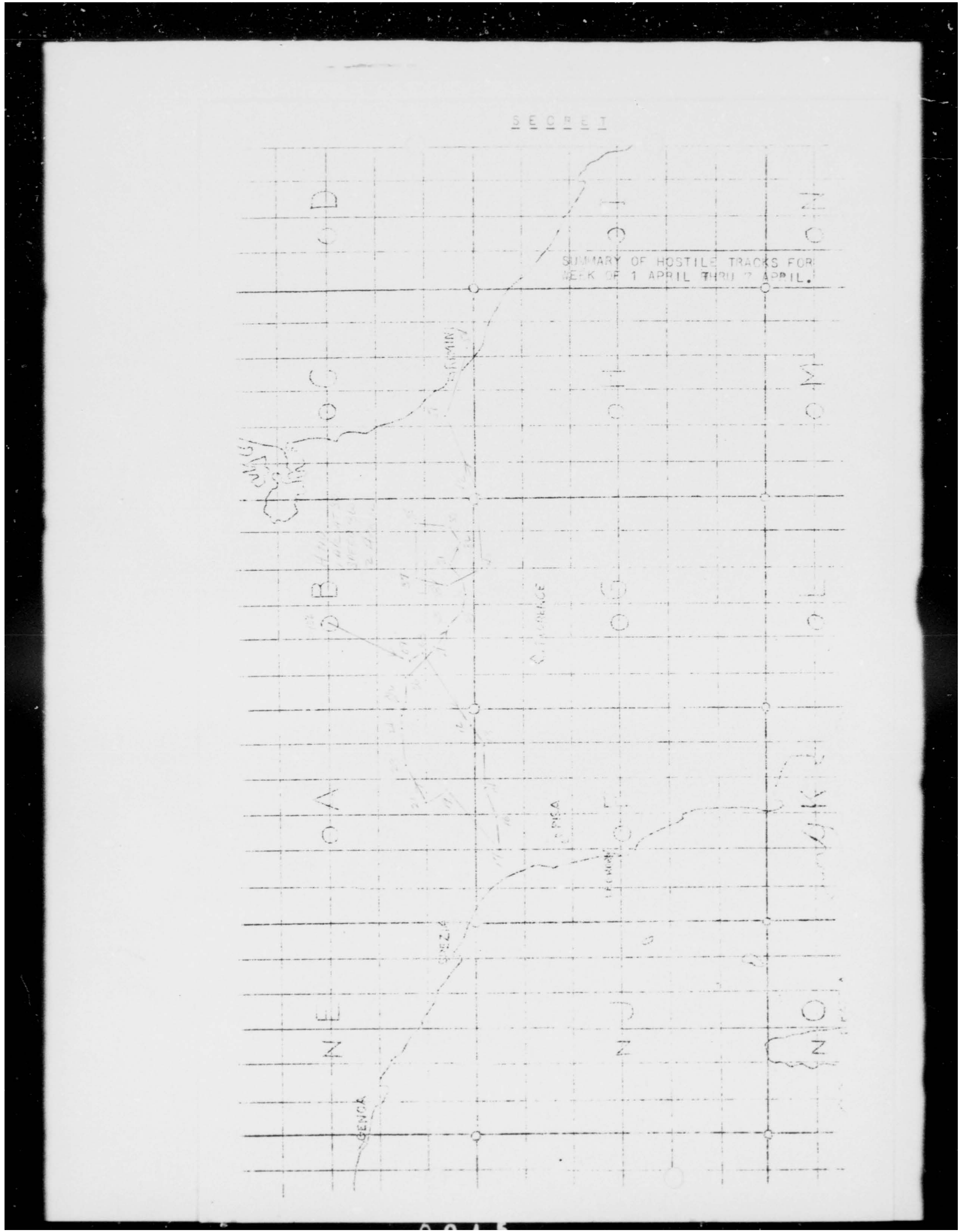
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BLUE FIGHTER CONTROL

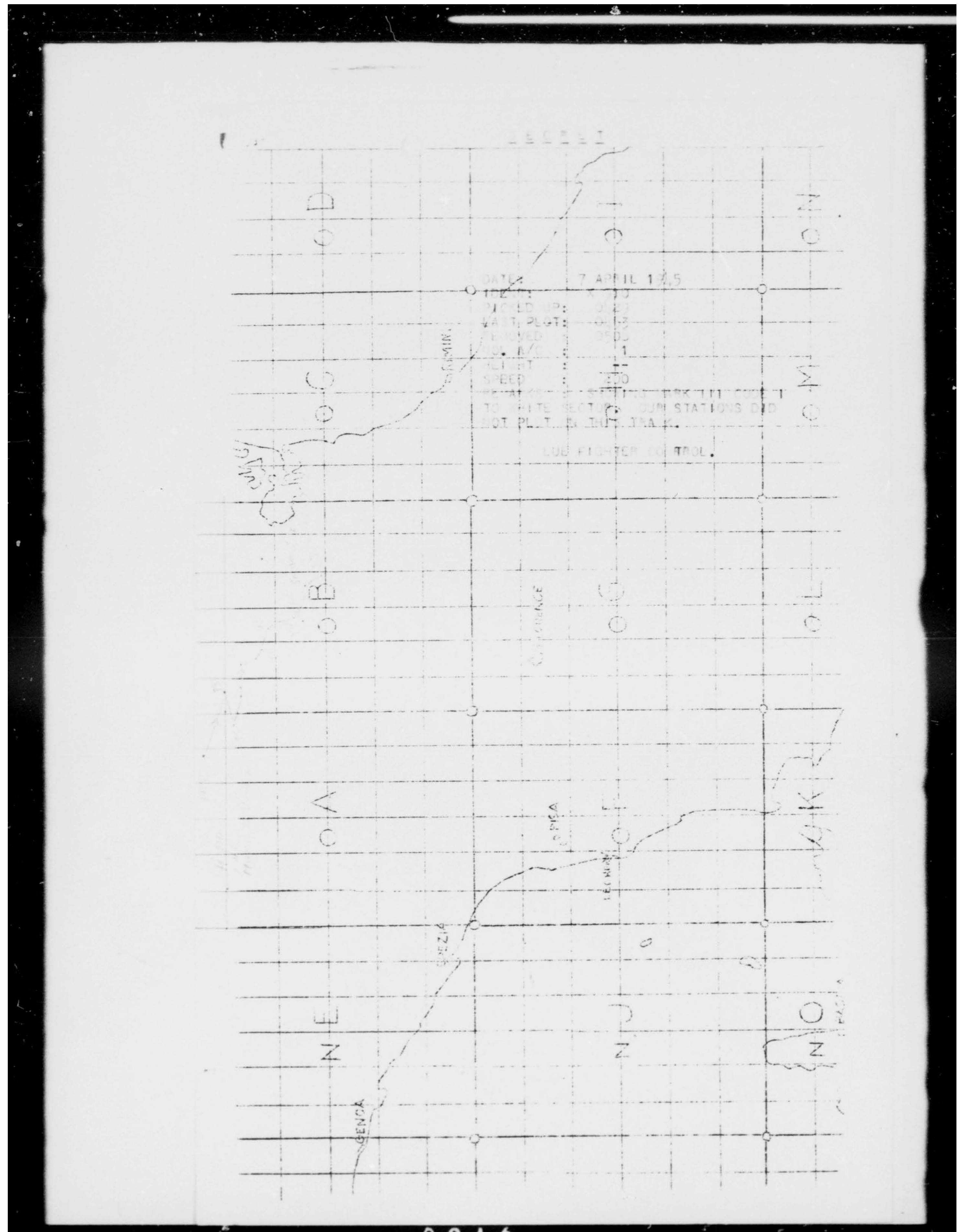
FILTER ROOM RECORDING SHEET

TELLER: Burkhart FILTER OFFICER: Lt. Harne DATE: 11 Apr.
RECORDER: ASM FILTERER: Gerner PAGE: 8

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
1833	S	OH1355	X830	1				
35	SW	OH1254	X830	1	13			
35	O	OH1556	X830	1	13			
46	O	OB1203	X830	1	13			
50	SW	OB0702	X830	1	13			
52	O	OB1303	X830	1	13			
[illegible]			X830	REMOVED.				
2022	S	OB5501	X924	1				White Star
31	SE	OB4912	X924	1				
32	SE	OB3635	X924	1				
34			X924 now H924.					
36	SE	OB3039	H924	1				
39	E	OB[illegible]	H924	1	11			
41			H924	REMOVED.				
2052	N	OB2942	H279	1				White Star
2101			H279	REMOVED.				



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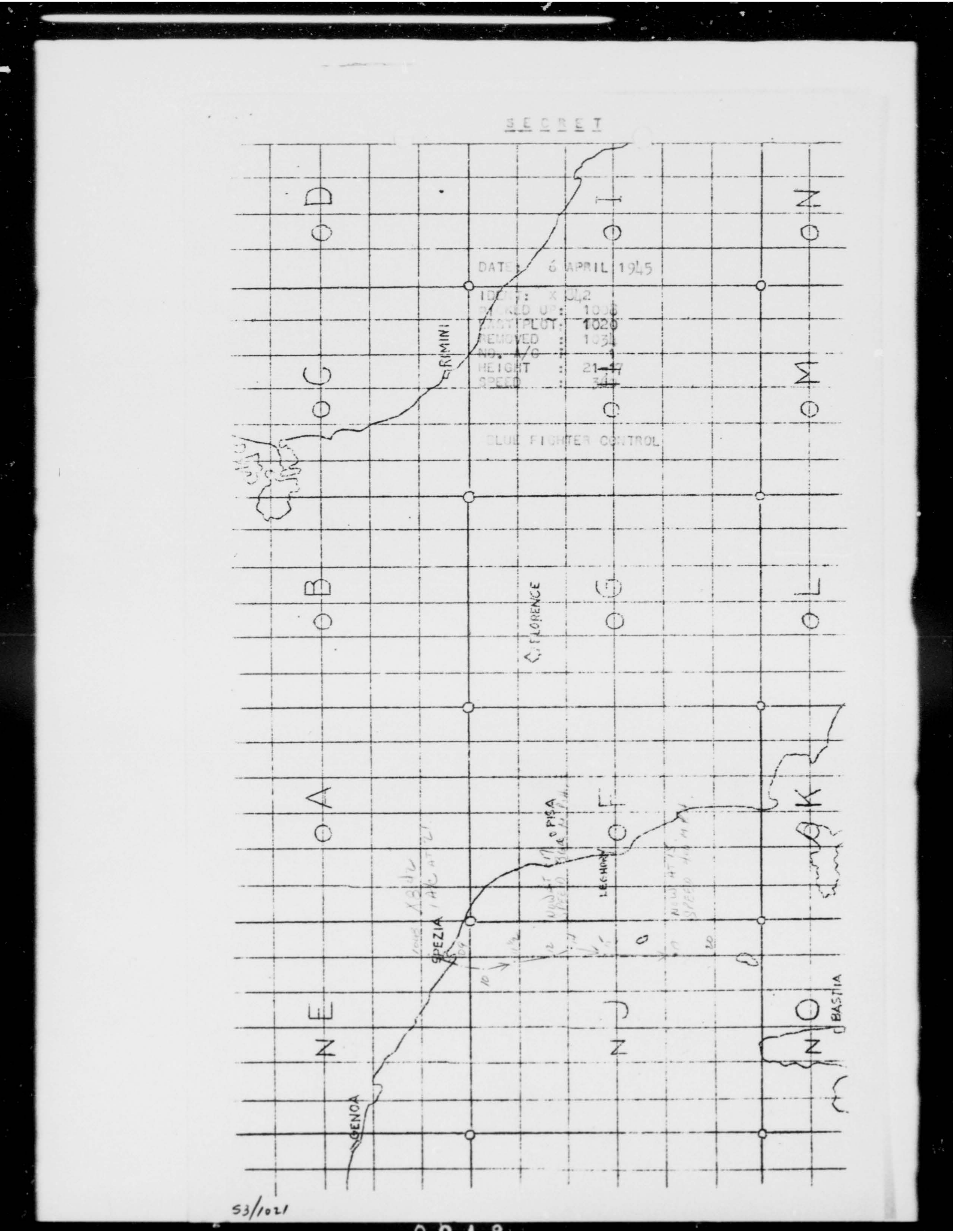
BLUE FIGHTER CONTROL

FILTER ROOM RECORDING SHEET

TELLER: Tev FILTER OFFICER: Lt. Hardie DATE: 7 April
RECORDER: Boltz FILTERER: Goody PAGE: 7

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
0429	SE	0A 5557	H910	1				White Sector
30	NE	0A 5759	H910	1		1		"
33	SE	0B 5006	H910	1		1		"
35	SW	0A 4857	H910	1		1		"
35½	0	0A 4857	H910	1		1		"
38	SE	0B 4704	H910	1		1		"
39	E	0B 4707	H910	1		1		"
41	E	0B 4713	H910	1		1		"
41½	S	0B 4415	H910	1		1		"
42	SE	0B 4318	H910	1		1		"
43	SE	0B 4223	H910	1		1		"
~~43½~~	~~NW~~	~~0B 4130~~						
43½	SE	0B 4225	H910	1		1		"
44	S	0B 3726	H910	1		1		"
46	SE	0B 3630	H910	1		1	200	"
49			H910	Now X910.				"
50	SE	0B 3437	X910	1		1		"
53	SE	0B 3139	X910	1		1		"
0505			X910	Removed.				"

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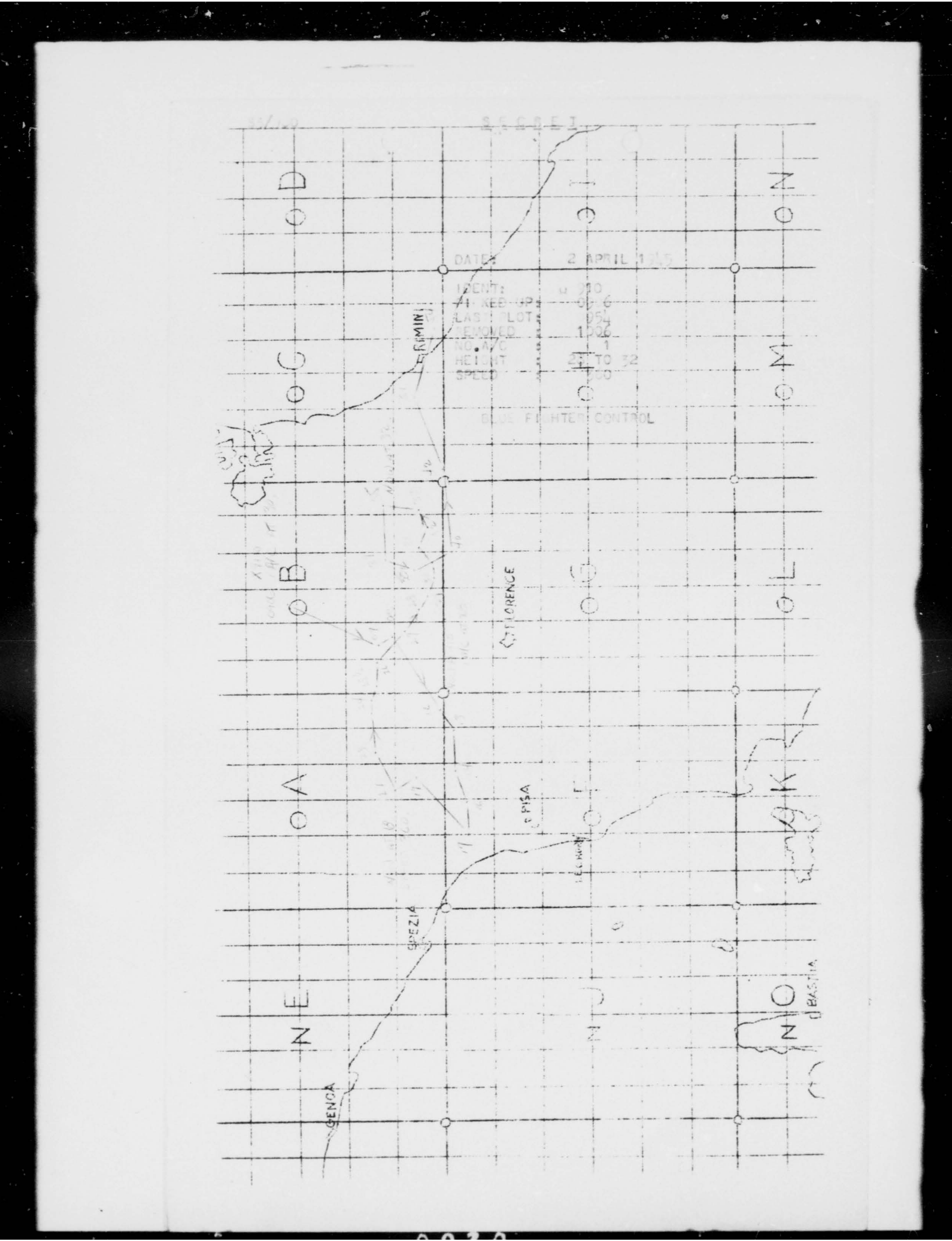
BLUE FIGHTER CONTROL

FILTER ROOM RECORDING SHEET

TELLER: Fortescot FILTER OFFICER: Lt. Schantz DATE: 6 Apr.
RECORDER: Kinnora FILTERER: King PAGE: 20.

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
1008	S	NE0851	842	1	21			
09	SW	NE0248	X842	1	21			
10	S	NJ5747	X842	1	21			
11½	SE	NJ5149	X842	1	21			
12	S	NJ4750	X842	1	21		360	
13	S	NJ4350	X842	1	17		360	
14	SE	NJ3152	X842	1	17		360	
15	S	NJ3250	X842	1	17		360	
19	S	NJ1750	X842	1	15		400	
20	S	NJ1050	X842	1	12		400	
34			X842		REMOVED			

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BLUE FIGHTER CONTROL

FILTER ROOM RECORDING SHEET

TELLER: FILTER OFFICER: DATE:
RECORDER: FILTERER: PAGE:

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS

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BLUE FIGHTER CONTROL

FILTER ROOM RECORDING SHEET

TELLER: FILTER OFFICER: DATE:
RECORDER: FILTERER: PAGE:

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS

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S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-FAE/K[illegible]

APO 650, US ARMY,
1 APRIL 1945.

SUBJECT: REPORT OF HOSTILE ACTIVITY, 1 APRIL 1945.

TO : ALL CONCERNED.

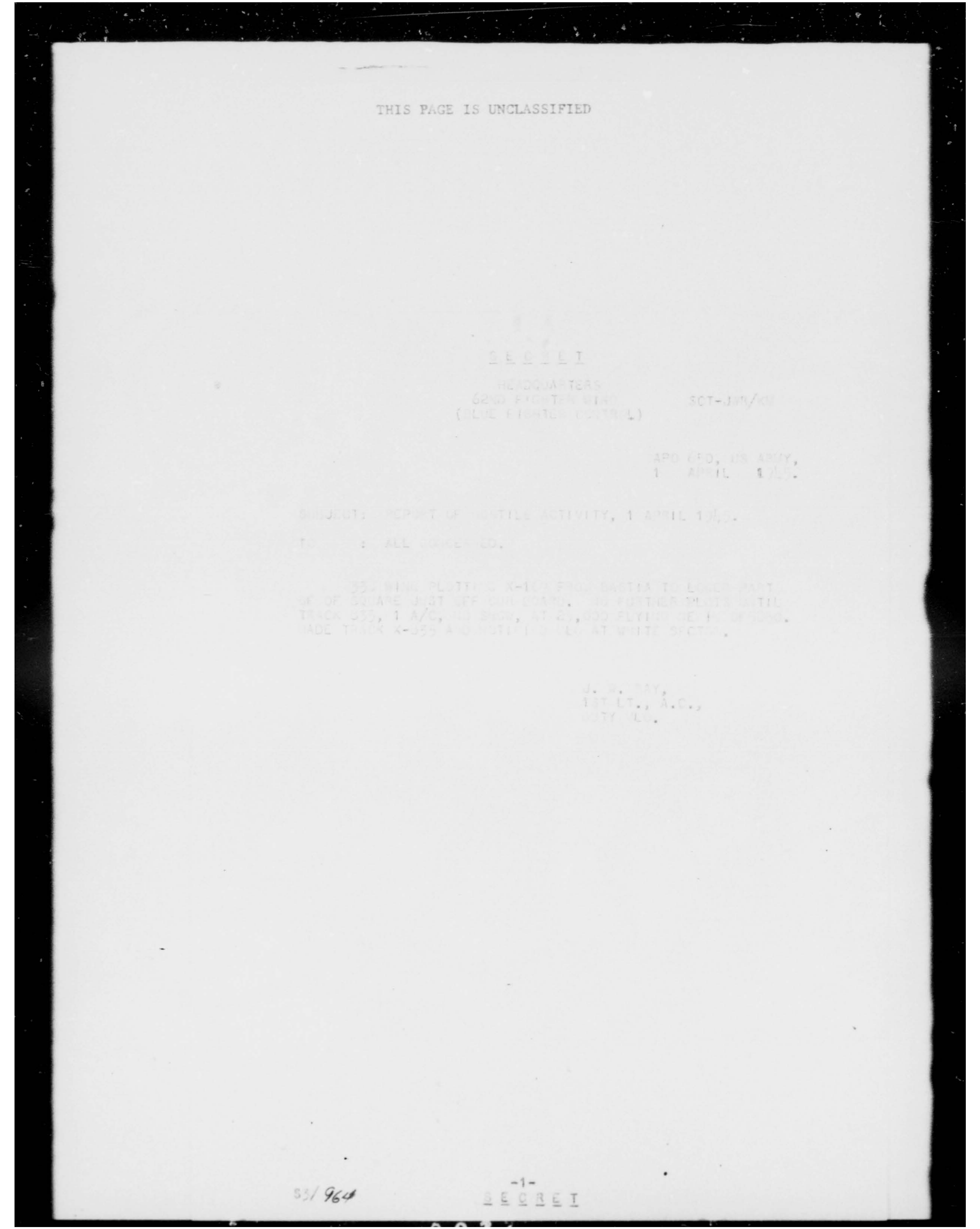
FILTER OFFICER REPORTED 350TH WING PLOTTING X-100 OVER EAST COAST OF CORSICA. 350TH HAS CRYSTAL RED ON INTERCEPTION AND REPORTS TALLY-HO AT 1230 HOURS. AT 12[illegible] HOURS, CONTACT REPORTED LOST AS X-100 HEADED NORTHEAST. 350TH SCRAMBLED ADDITIONAL SECTION (CRYSTAL YELLOW) AND BLUE SCRAMBLED BULLET YELLOW SECTION AS X-100 APPEARED IN OF-3750. ALL PLOTS REPORTED BY 350TH RADAR, ALTITUDE 25,000 FEET.

NO FURTHER INFORMATION AVAILABLE UNTIL X-135 APPEARED OVER PISTOIA, EXCEPT REPORT BY PISA AS OF VAPOR TRAILS AND POSITIVE IDENTIFICATION OF ME-262. X-135 HEADED FOR BOLOGNA AND BULLET YELLOW WAS HANDED OVER TO WHITE, POSITIONED 25 MILES [illegible] X-RAY. SPEED WHILE [illegible] ANGELS CALCULATED AT 500 MPH.

F. A. [illegible],
1ST LT., A.C.,
DUTY CONTROLLER.

53/963

S E C R E T



S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-[illegible]/[illegible]

APO [illegible], US ARMY,
1 APRIL 1945.

SUBJECT: REPORT OF HOSTILE ACTIVITY, 1 APRIL 1945.

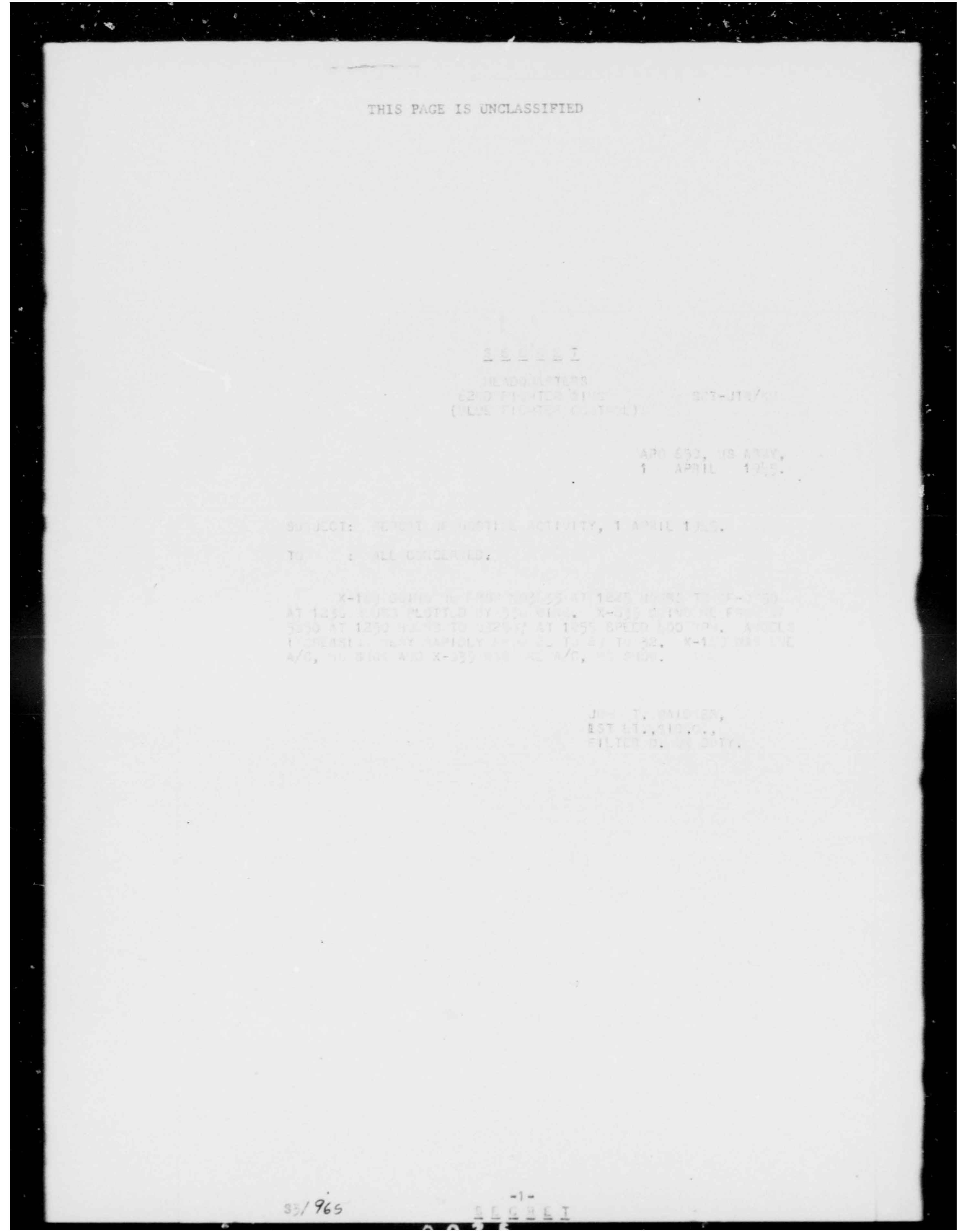
TO : ALL CONCERNED.

335 WING PLOTTING X-104 FROM BASTIA TO LOWER PART OF OF SQUARE JUST OFF OUR BOARD. NO FURTHER PLOTS UNTIL TRACK 335, 1 A/C, NO SHOW, AT 25,000 FLYING [illegible]. MADE TRACK X-335 AND NOTIFIED [illegible] AT WHITE SECTOR.

J. W. [illegible],
1ST LT., A.C.,
DUTY [illegible].

S E C R E T

53/964



S E C R E T

HEADQUARTERS
62ND FIGHTER WING — SCT-JTB/[illegible]
(BLUE FIGHTER CONTROL)

APO 650, US ARMY,
1 APRIL 1945.

SUBJECT: REPORT OF HOSTILE ACTIVITY, 1 APRIL 1945.

TO : ALL CONCERNED.

X-16[illegible] GOING NE FROM [illegible] AT 1245 HOURS TO [illegible]-3350 AT 1250 HOURS PLOTTED BY [illegible] WING. X-[illegible] GOING NE FROM [illegible] 5550 AT 1250 HOURS TO [illegible] AT 1255 SPEED 600 MPH. ANGELS INCREASING VERY RAPIDLY FROM 20 TO 27 TO 32. X-1[illegible] WAS ONE A/C, NO SIGN AND X-[illegible] WAS ONE A/C, NO SIGN.

JOHN T. [illegible],
1ST LT., SIG.C.,
FILTER O. ON DUTY.

S E C R E T

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S E C R E T

HEADQUARTERS
[illegible] FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-[illegible]/ACH/[illegible]

APO [illegible], US ARMY,
1 APRIL 1945.

SUBJECT: REPORT OF HOSTILE ACTIVITY, 1 APRIL 1945.

TO : ALL CONCERNED.

[illegible] X-1[illegible] WAS PLOTTED IN [illegible]-[illegible] (FROM [illegible] WING).
YELLOW WARNING.

1250 PISA L.A.A. SAW VAPOR TRAIL ABOVE PISA AIRFIELD.
THE AIRCRAFT WAS RECOGNIZED BY L.A.A. AS [illegible],
FLYING NORTH AT 30,000 FEET.

THERE WERE NO FURTHER PLOTS UNTIL 125[illegible], WHEN
X-[illegible] WAS PLOTTED IN [illegible]-[illegible].

1310 CONDITION WHITE.

A. O. [illegible],
LT., RA
A.A.L.O. ON DUTY.

S3/966

S E C R E T

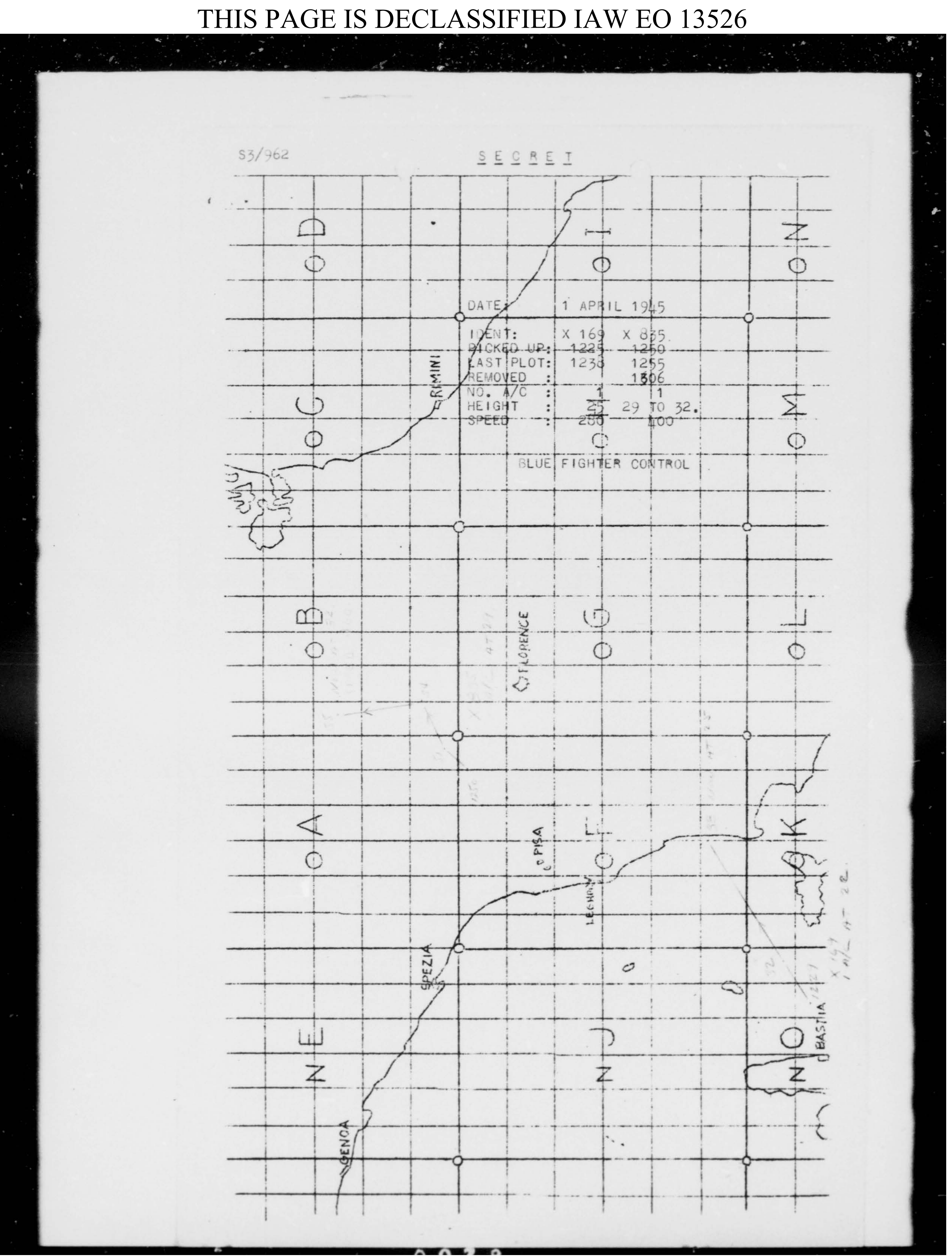
BLUE FIGHTER CONTROL

FILTER ROOM RECORDING SHEET

TELLER: FILTER OFFICER: Lt. Waidner DATE: 1 April
RECORDER: FILTERER: PAGE:

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS

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S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

S E C R E T
BY AUTH CG, 62FW
1 APRIL '45
DATE

SCT-HRP/KM

APO 650, US ARMY,
1 APRIL 1945.

SUBJECT: WEEKLY OVERLAY OF HOSTILE TRACKS REPORT.

TO : COMMANDING GENERAL, 62ND FIGHTER WING, APO 650, U.S. ARMY. ATT: A-3.

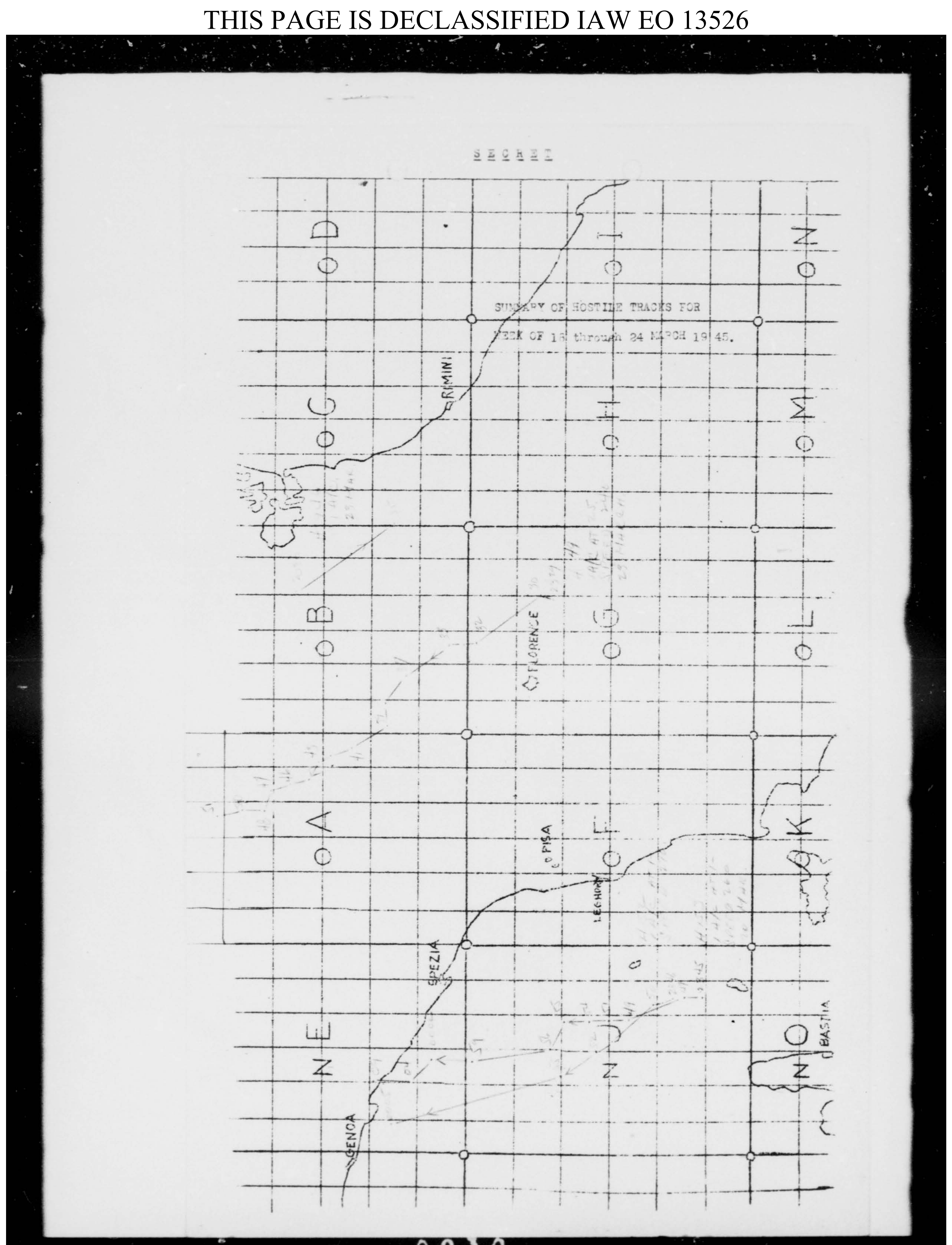
1. NEGATIVE REPORT IS SUBMITTED FOR THE WEEK OF 25 MARCH THRU 31 MARCH, 1945.

FOR THE COMMANDING OFFICER:

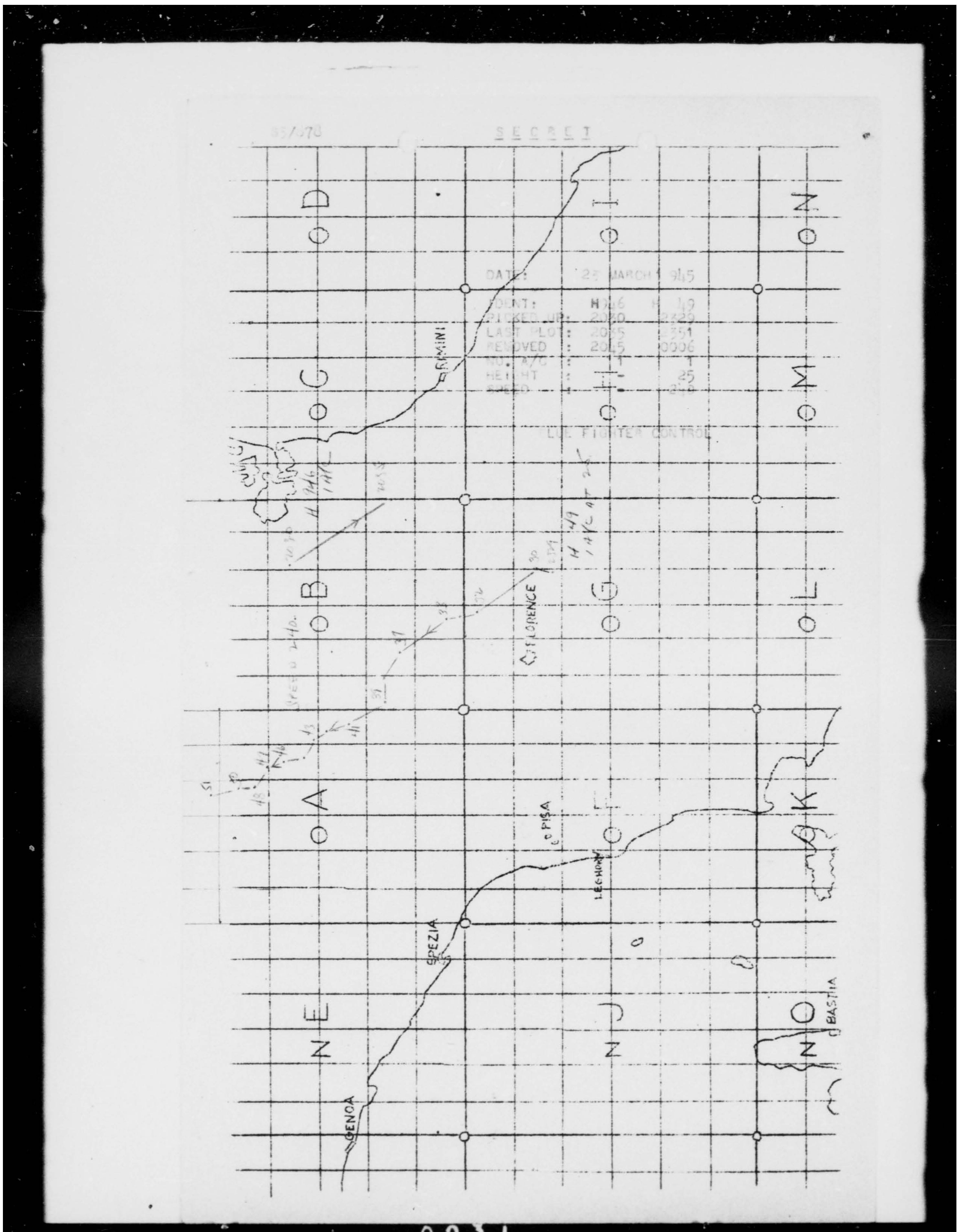
HERBERT R. PECK, JR.,
MAJOR, AIR CORPS,
OPER-EXEC OFFICER.

S E C R E T

S E C R E T



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BLUE FIGHTER CONTROL

FILTER ROOM RECORDING SHEET

TELLER: GREGORY. FILTER OFFICER: LT. SHANTZ DATE: MARCH. 23-45
RECORDER: FONTENOT. FILTERER: PFC. KING. PAGE: 54.

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
2329	NW	OG4239	H-49	1	25	FIRST. PIOT.		NR. 2114
30	N	OG4540	H-49	1	25			2114
32	NW	OG5728	H-49	1	25			2116
32	NW	OB0126	H-49	1	25.			11
33	N	OB0426	H-49	1	25			2116
37	NW	OB.1317	H-49	1	25			2120-1026
37	NW	OB1709	H-49	1	25			2116
39	W	OB1702	H-49	1	25			2116-2117.
41	NW	OA2456	H-49	1	25			2116-2117.
43	N	OA2853.	H-49	1	25			2116-1026
43	NW	OA3151	H-49	1	25			2116-1026
45	NW	OA3347	H-49	1	25		240	2116
PAGE. II 55.								
2346	N	OA3745	H-49	1	25		240	2117
47	NW	OA4043	H-49	1	25		240	2116
48	NW	OA4237	H-49	1	25		240	2116
49	N	OA4638	H-49	1	25		240	2116
50	NE	OA.4740	H-49	1	25		240	Concld.- 2116-1026
51	N	OA5236	H-49	1	25		240	2116
DATE. MARCH. 24 PAGE-1.								
0006		H-49.						REMOVED.

WHITE. SECTOR. CARIED this TRACK AS- H946
WE. GOT OUR TRACK. BY. W-7. AS-H-49- AND- CARRIED
IT AS- H-49. Lt. P.C.S. F.O. on duty

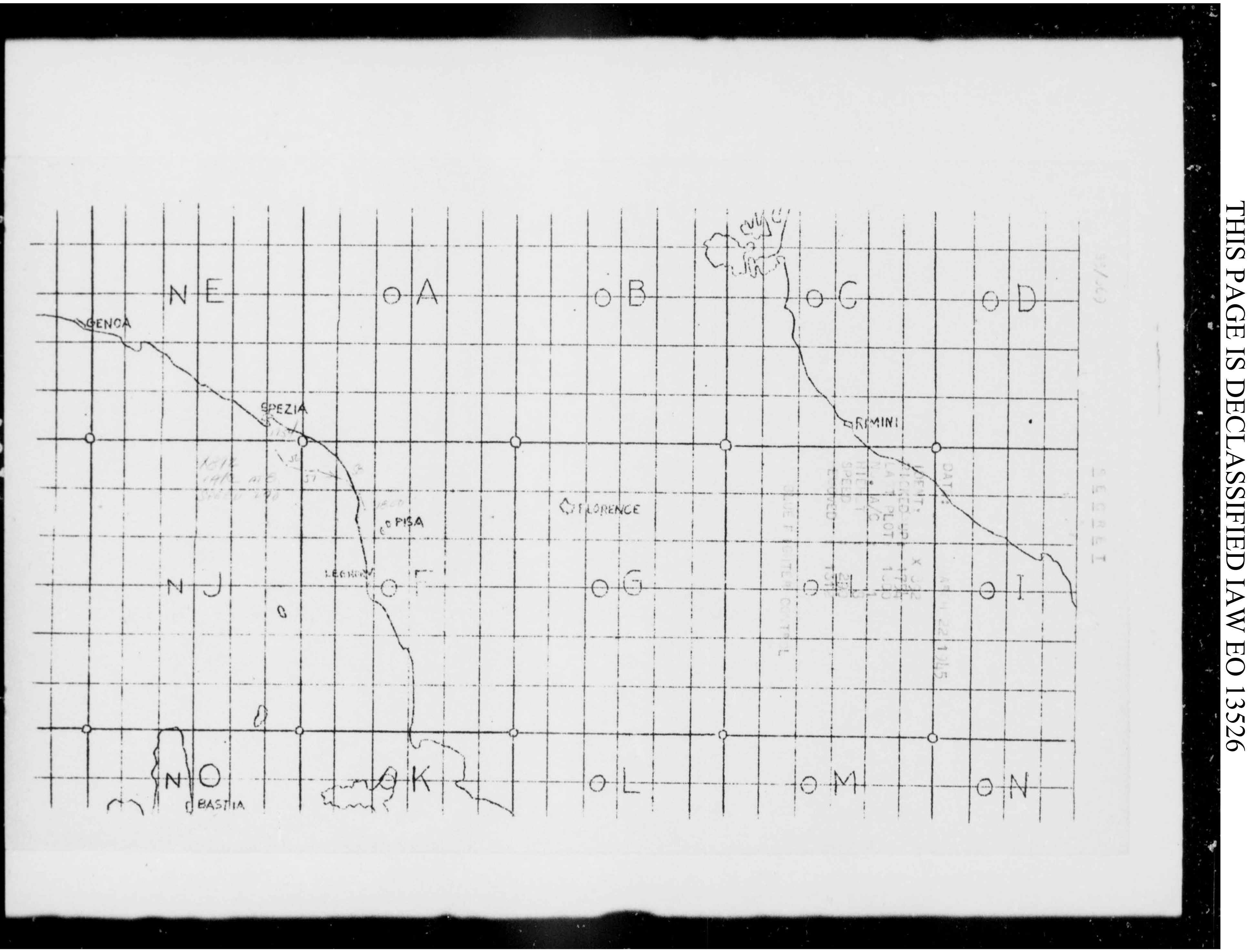
BLUE FIGHTER CONTROL

FILTER ROOM RECORDING SHEET

TELLER: BARKER. FILTER OFFICER: LT. WILLIAMS DATE: MARCH. 23-45
RECORDER: HYDEN FILTERER: KING. PAGE: 45

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
2030	SE	OB3641	H946	1				NR. 2116
35	SE	OC1500	H946	1				

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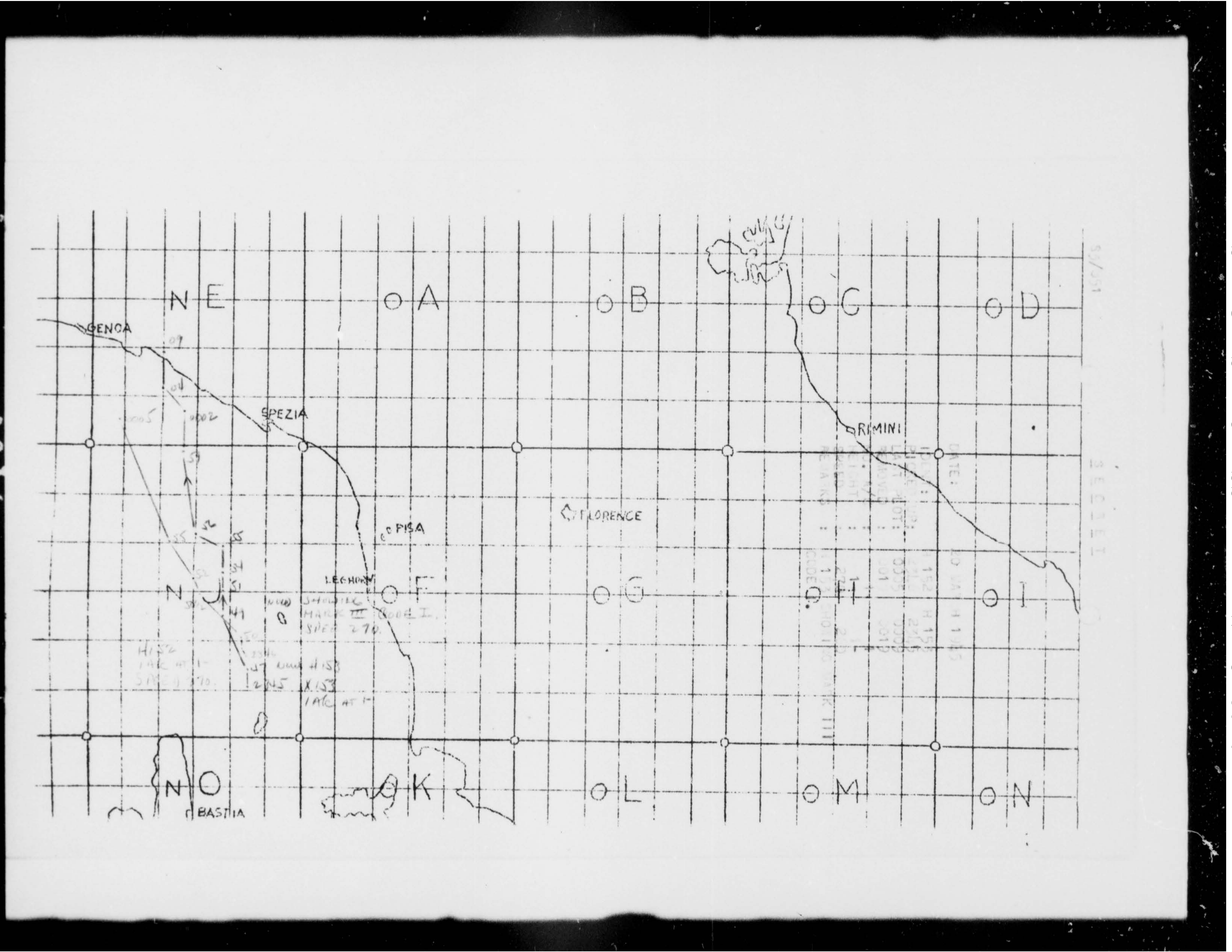
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BLUE FIGHTER CONTROL

FILTER ROOM RECORDING SHEET

TELLER: Brandt FILTER OFFICER: Lt. Williams DATE: 22 March
RECORDER: Fontenot FILTERER: King PAGE:

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
1754	SE	NJ 5852	X892	1			240	
56	SE	NJ 5556	X892	1			240	
57	SE	OF 5401	X892	1	8		240	
57½	E	OF 5405	"	"	"			
58	SE	OF 5212	"	"	"		"	
1800	SE	OF [illegible]	X892	"	"		"	
00½	S	OF [illegible]	"	"	"		"	
12			X892	Removed				



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BLUE FIGHTER CONTROL

FILTER ROOM RECORDING SHEET

TELLER: BECKER FILTER OFFICER: LT. WAGNER DATE: 30 MARCH
RECORDER: FONTENOT FILTERER: SGT. GIESSING PAGE: 50

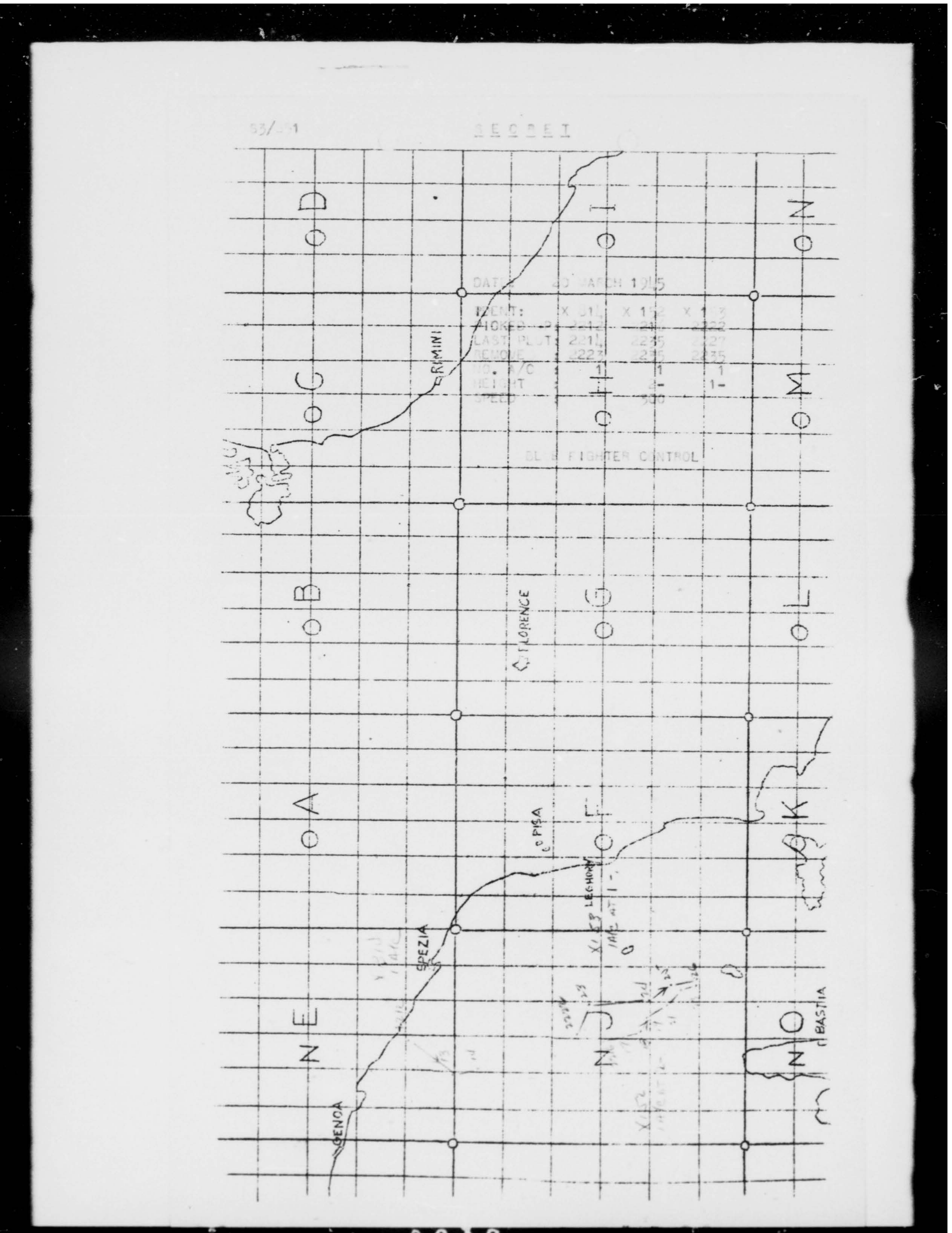
TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
2346	N	NJ1246	H152	1	1-			NR. 338
49	NW	NJ1842	H152	1	1-			338
50	N	NJ2143	H152	1	1-			338
50½	NW	NJ2732	H152	1	1-			338
52	NW	NJ3330	H152	1	1-		280	338
55	NW	NJ4023	H152	1	1-		290	338
[illegible] -1- March. 31 - 1945								
1205	N	NE1509	H152	1				338
1219			H152	REMOVED				REMOVED

BLUE FIGHTER CONTROL

FILTER ROOM RECORDING SHEET

TELLER: [illegible] FILTER OFFICER: [illegible] DATE: [illegible] MARCH-45
RECORDER: [illegible] FILTERER: LIERSING PAGE: [illegible]

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
[illegible]	N	[illegible]	X153	1	1-			NR-338.
46			X153	Change	to H153-AT SAME POSITION			
42	N	NJ1445	H153	1	1-			338
49	NW	NJ5639	H153	1	1-	C1		338
51	N	NJ3039	H153	1	1-	C1		338
54	N	NJ3430	H153	1	1-	C1		338-
56	N	NJ3938	H153	1	1-	C1		338-1015
PAGE 62-H								
23 56	NW	NJ4234	H153	1	1-	C1	240	338
59	N	NJ5826	H153	1	1-	C1	240	1015
PAGE 1-H	MARCH-21-1945							
1202	N	NE0232	H153	1	1-	C1		1015
04	NW	NE1220	H153	1	1-	C1		1015
09	N	NE1930	H153	1	1-	C1		1015
19			H153					REMOVED



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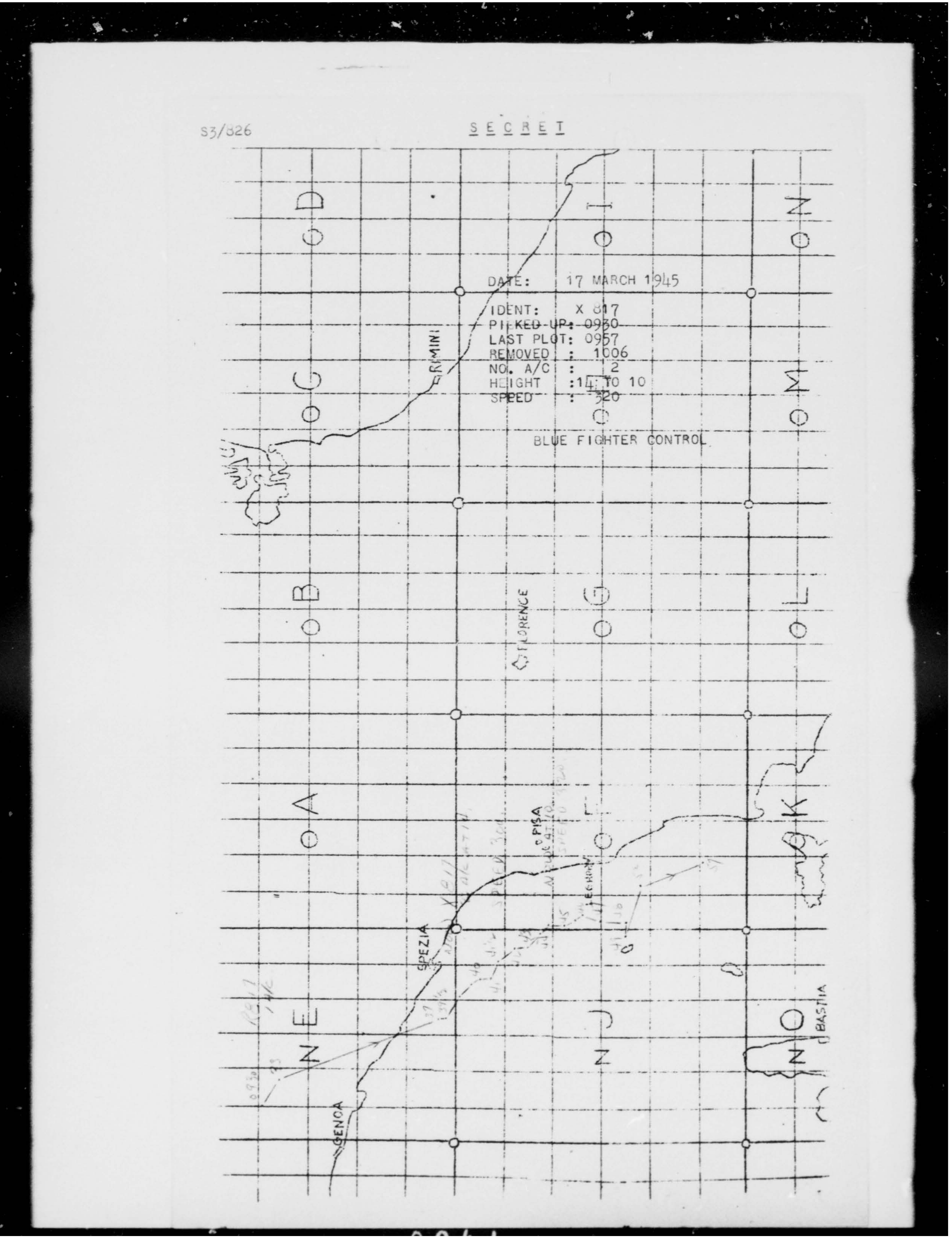
BLUE FIGHTER CONTROL

FILTER ROOM RECORDING SHEET

TELLER: FISHER FILTER OFFICER: LT. SCHANTZ DATE: 20 MAR.
RECORDER: BARKER FILTERER: DAVIS PAGE:

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
2212	S	NE0225	X814	1				
13	SW	NE0019	"	"				
14	SE	NJ5521	"					
28			REMOVED.					
2216	SE	NJ2929	X152	1				338 WING.
17	S	NJ2630	"	"				
18	SE	NJ2232	"	"	2-			
19	SE	NJ2136	"	"	"			
21	SE	NJ1739	"	"	"			
21½	SE	NJ1443	"	"	"			
23	SE	NJ1144	"	"	"	300		
35			REMOVED.					
2222	S	NJ3331	X253	1				
23	SE	NJ2339	"	"	1-			
24	SE	NJ2040	"	"	"			
26	SE	NJ1645	"	"	"			
27	S	NJ1142	"	"	"			
35			"	REMOVED.				

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S3/826
SECRET
DATE: 17 MARCH 1945
IDENT: X 817
PICKED UP: 0930
LAST PLOT: 0957
REMOVED : 1006
NO. A/C : 2
HEIGHT : 14 TO 10
SPEED : 320
BLUE FIGHTER CONTROL
RIMINI
FLORENCE
PISA
SPEZIA
GENOA
BASTIA
LEGHORN

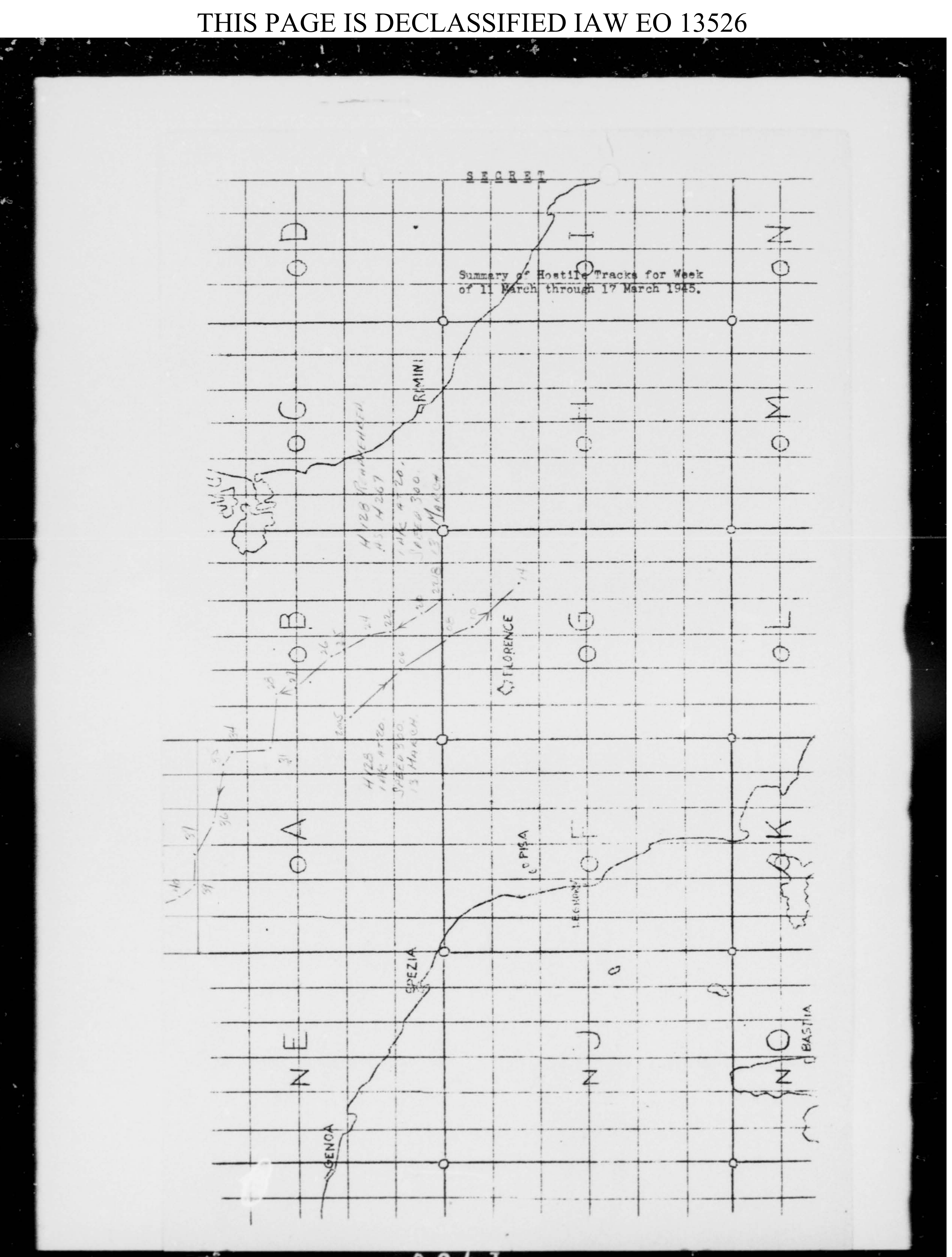
BLUE FIGHTER CONTROL

FILTER ROOM RECORDING SHEET

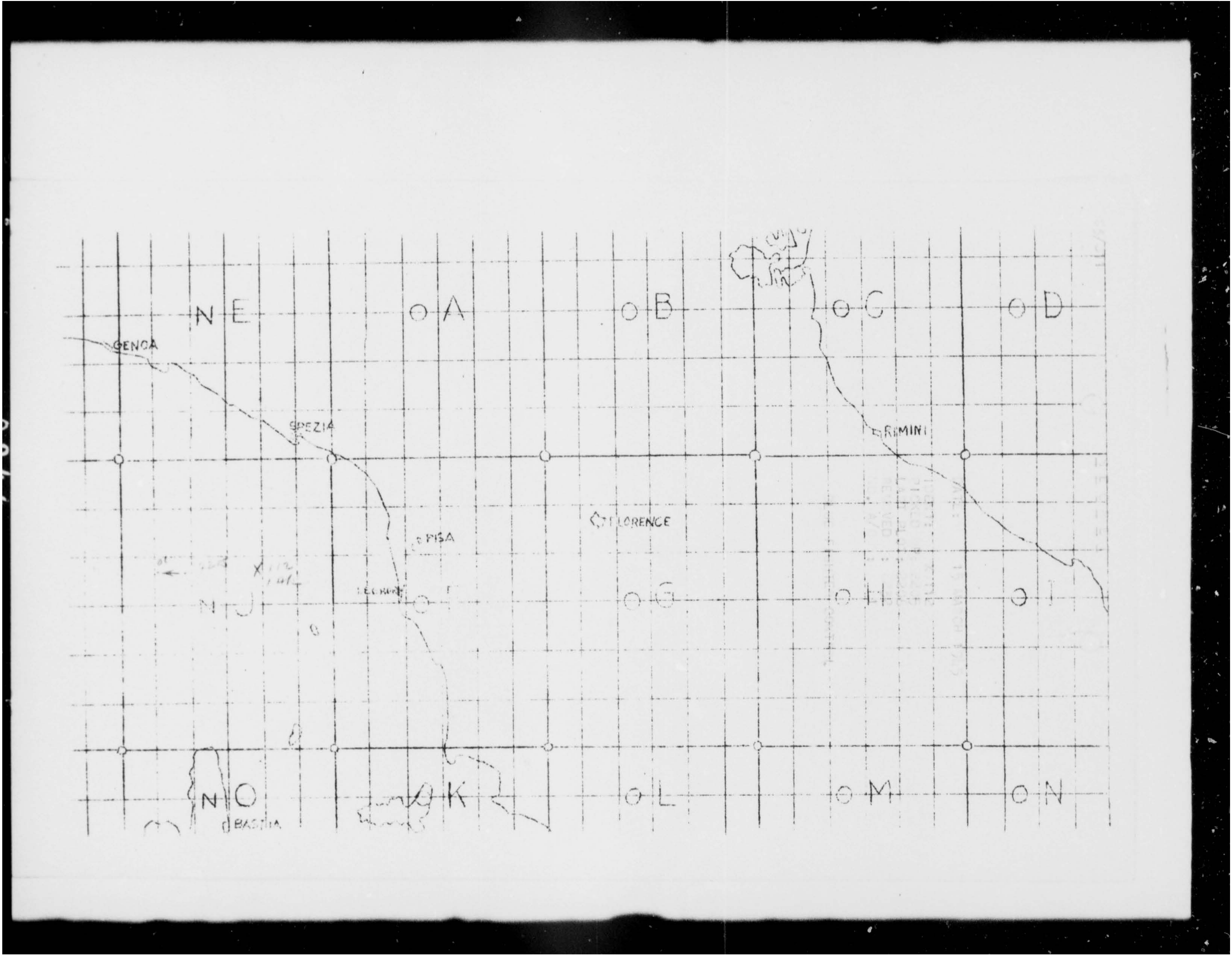
TELLER: Curran FILTER OFFICER: Lt. Schmutz DATE: 17 March
RECORDER: Barker FILTERER: Dalpis PAGE:

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
0930	S	NE 3910	R817	1				
33	SE	NE 3617	R817	1				
37	S	NE 0334	R817	1				
38			R817	now	X817.			
39	SE	NE 0235	X817	1	14			
39½	SE	NJ 5941	X817	2	14			
39¾	SE	NJ 5744	X817	2	14			
40	SE	NJ 5546	"		"			
41	SE	NJ 5347	"	"	"			
41½	SE	NJ 5251	"	"	"		300	
42	SE	NJ 4854	"	"	"		300	
43	SE	NJ 4655	"	"	"		300	
44	SE	NJ 4359	"	"	10		300	
44¾	SE	OF 4101	"	"	"		320	
45	S	OF 3801	"	"	"		320	
45½	S	OF 3602	"	"	"		320	
46	S	OF 3403	"	"	"		320	
47	S	OF 3002	"	"	"		320	
48	S	OF 2502	"	"	"		320	
48¾	SW	NJ 2558	"	"	"		320	
51½	SE	OF 3410	"	"	"			
52	SE	OF 2212	"	"				
57	S	OF 0928	"	"				
1006			X817 Removed					

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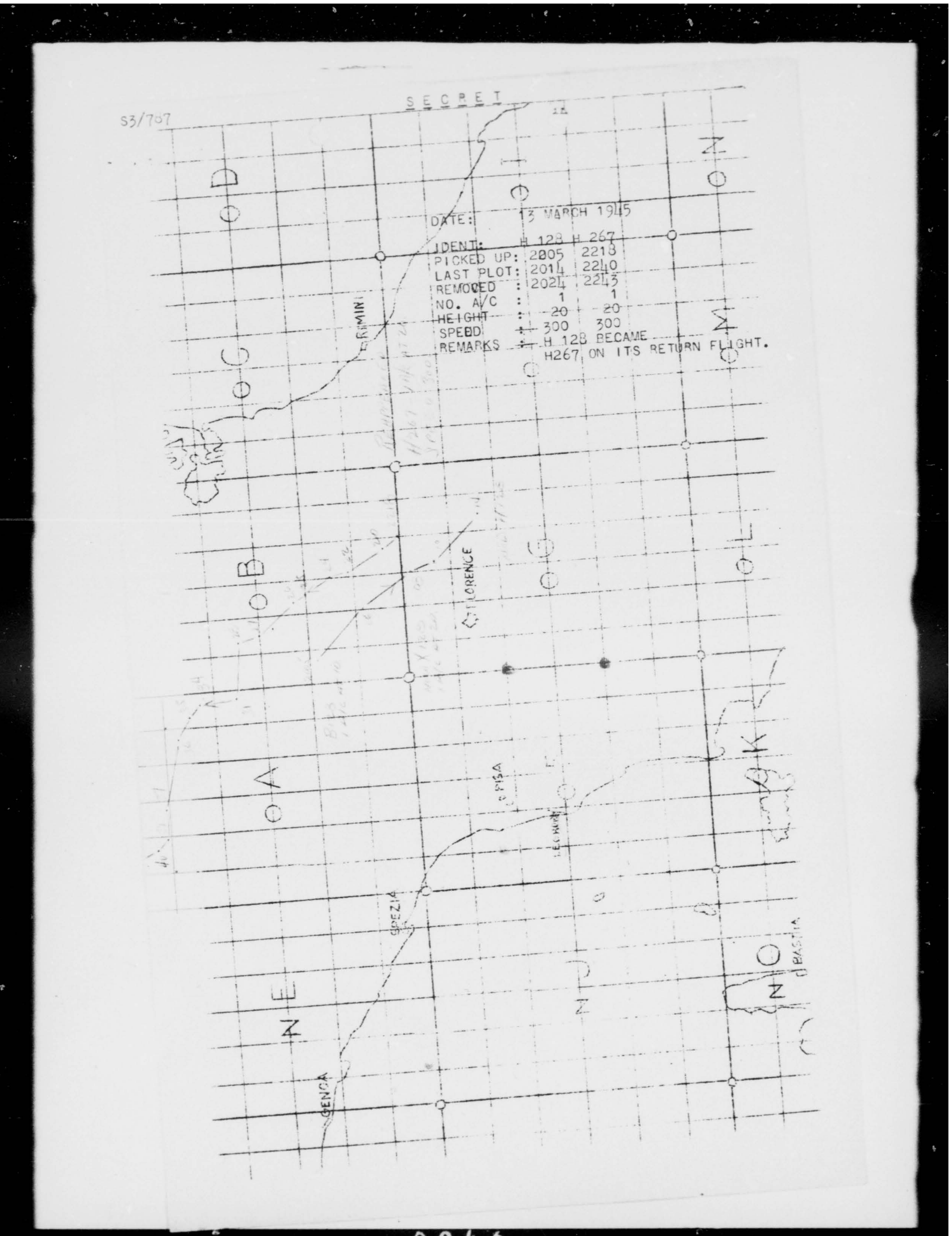
[illegible] SECTOR OPERATIONS

TELLER: TEX
RECORDER: ENNIS
FILTER OFFICER: LT. WILLIAMS
FILTERER: BERNER
DATE: 15 MAR
PAGE: 17

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
1705	N	NJ 3718	X112	1				338 Wing.
06	W	NJ 3711	X112	1				"
32			X112	REMOVED				

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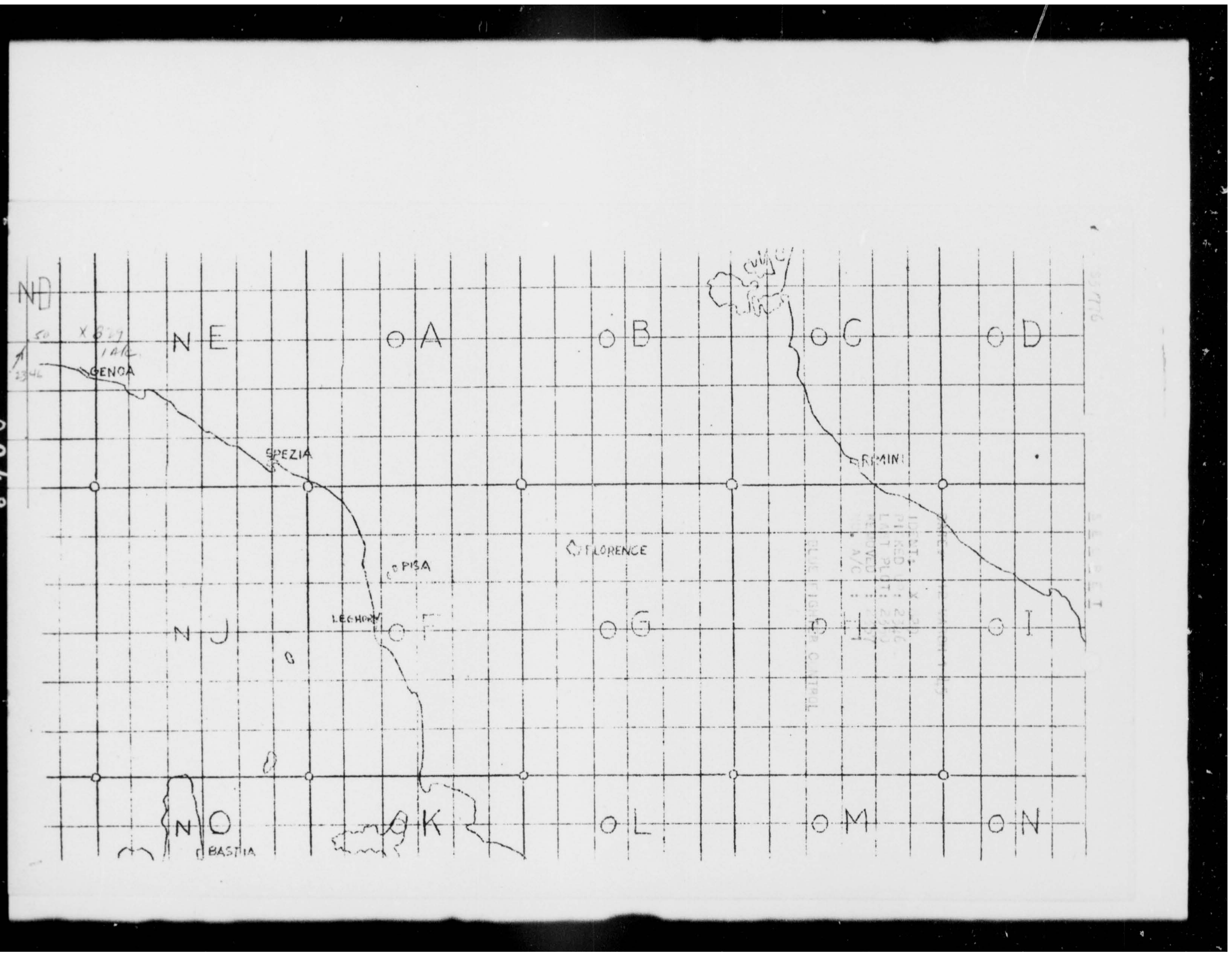
THIS PAGE IS DECLASSIFIED IAW EO 13526

BLUE SECTOR OPERATIONS

TELLER: FILTER OFFICER: DATE: 13 MARCH
RECORDER: FILTERER: PAGE:

TIME	DIR	GRID REF	TRACK	NO A/C	HT	IFF	SPEED	REMARKS
2005	S	OB 1807	B128	1	10			
06	SE	OB 0820	B128	1	10			
08	SE	OG 5830	X 128	1	20	NOW X 128.		
10	SE	OG 5332	X128	1	20			
14	SE	OG4444	X128	1	20		300	NOW H128.
14			H128	REMOVED.				
2218	N	OB0040	H267	1	20		300	WHITE
20	NW	OB 0437	"	"	"		"	"
22	NW	OB1131	"	"	"		"	"
24	NW	OB1530	"	"	"		"	"
25	NW	OB2026	"	"	"		"	"
26	NW	OB2323	"	"	"		"	"
27	NW	OB 3015	"	"	"		"	"
28	NW	OB 3413	"	"	"		"	"
31	NW	OA 3655	"	"	"		"	"
34	NW	OA4357	"	"	"		"	"
35	NW	OA 4553	"	"	"			"
36	NW	OA4737	"	"	"			"
37	NW	OA 5126	"	"	"			"
39	W	OA5119	"	"	"			"
40	NW	OA5416	"	"	"			"
40½	NW	OA5914	"	"	"			
43			"	REMOVED.				

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BLUE SECTOR OPERATIONS

TELLER:
RECORDER:

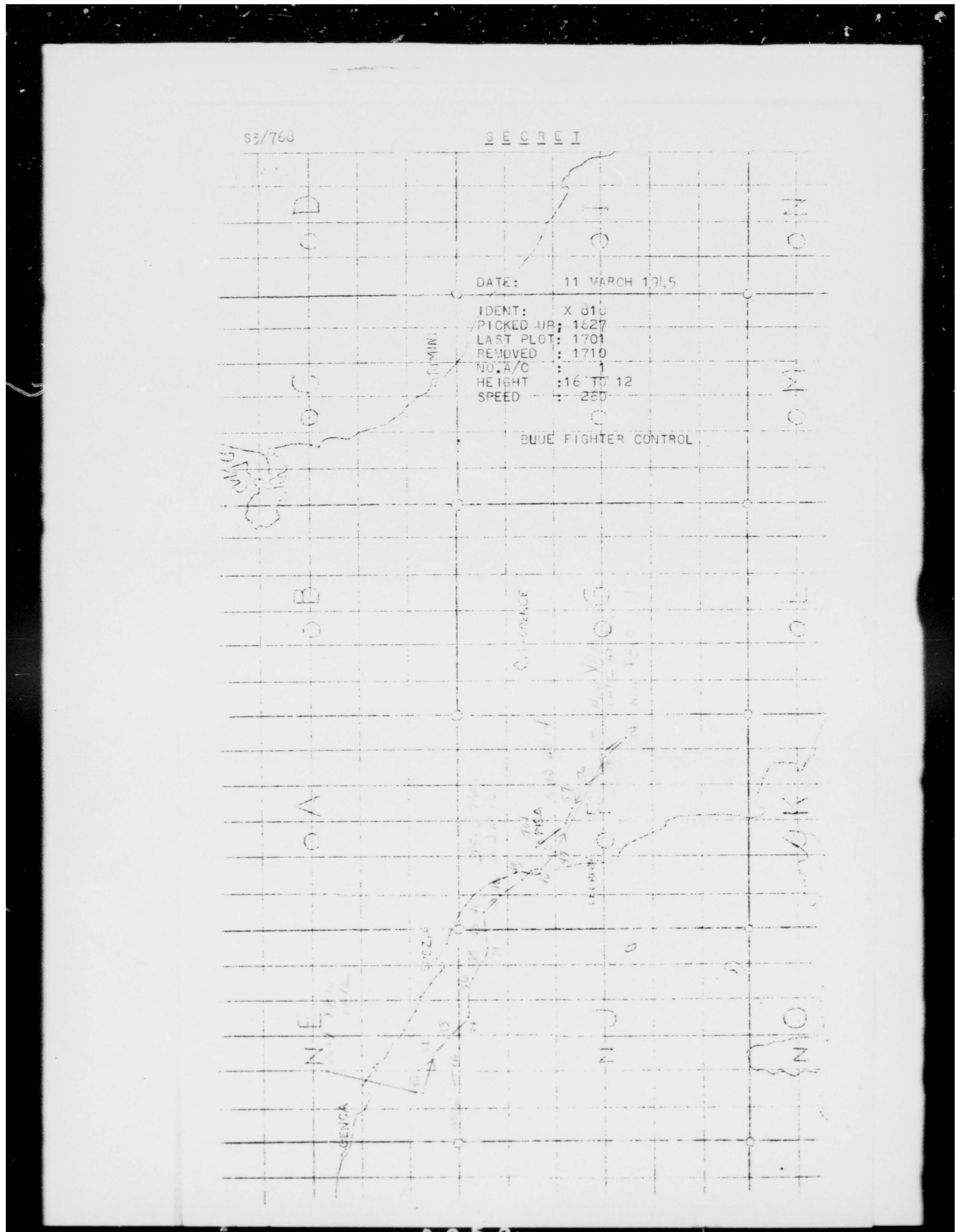
FILTER OFFICER:
FILTERER:

DATE:
PAGE:

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
23 46	S	NDW35	879	1				
47			Now	X829.				
50	N	ND 3040	X829	1				
57			X829	REMOVED.				

THIS PAGE IS DECLASSIFIED IAW EO 13526

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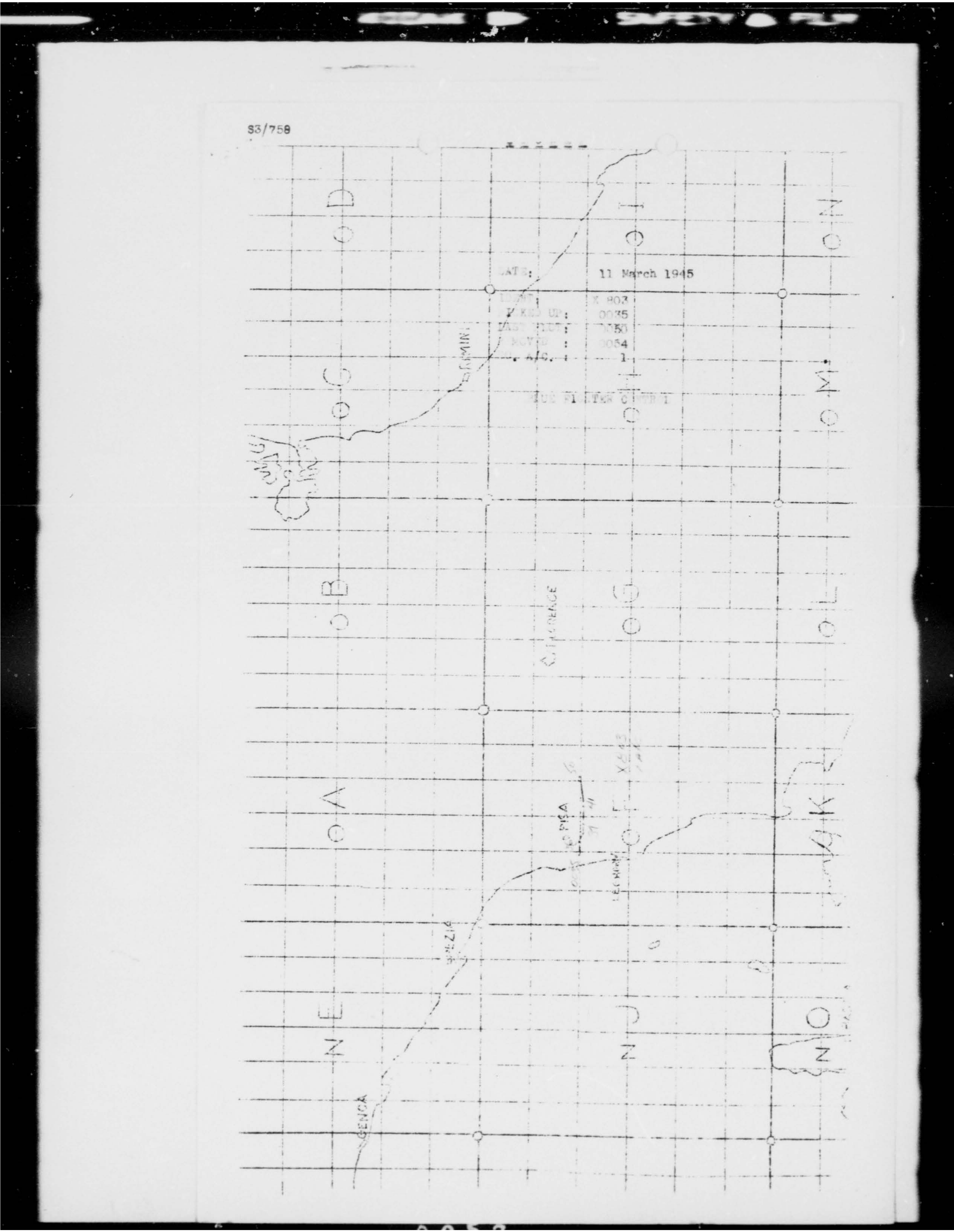


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BLUE SECTOR OPERATIONS

TELLER: Jones FILTER OFFICER: Lt. Schultz DATE: 11 Mar.
RECORDER: Brandt FILTERER: King PAGE: 4.

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
1627	S	NE 2820	X810	1				
30	S	NE 4714	X810	1				
32	E	NE [illegible]	X810	1				
33	SE	NE 0279	X810	1	20			
34	SE	NJ 5835	X810	1	16			
35	SE	NJ 5838	X810	1	16			
36	E	NJ 5843	X810	1	16		280	
37	SE	NJ 5746	X810	1	16		"	
38	SE	NJ 5651	"	"	"		"	
39	SE	NJ 5455	"	"	"		"	
40	E	OF 5500	"	"	"		290	
41	E	OF 5505	"	"	14		"	
42	SE	OF 5710	"	"	12		260	
43	SE	OF 4714	"	"	"		"	
45	SE	OF 4516	"	"	"		"	
46	SE	OF 4317	"	"	"		"	
47	SE	OF 4021	"	"	"		"	
50	SE	OF 3945	"	"	"		"	
52			X810	NOW	P810.		64	338 WING.
54	N	OF 2553	P810	1	12			
54½	NW	OF 2756	P810	1	12			
55	NW	OF 3048	P810	1	12			
			P810	NOW	X810.		64	338 WING.
55½	NW	OF 3143	X810	1	12			
56	NW	OF 3340	X810	1	10			
57	NW	OF 3633	X810	1				
1700	NW	OF 3729	X810	1	14			
01	NW	OF 4322	X810	1	14			
1710			X810	REMOVED.				

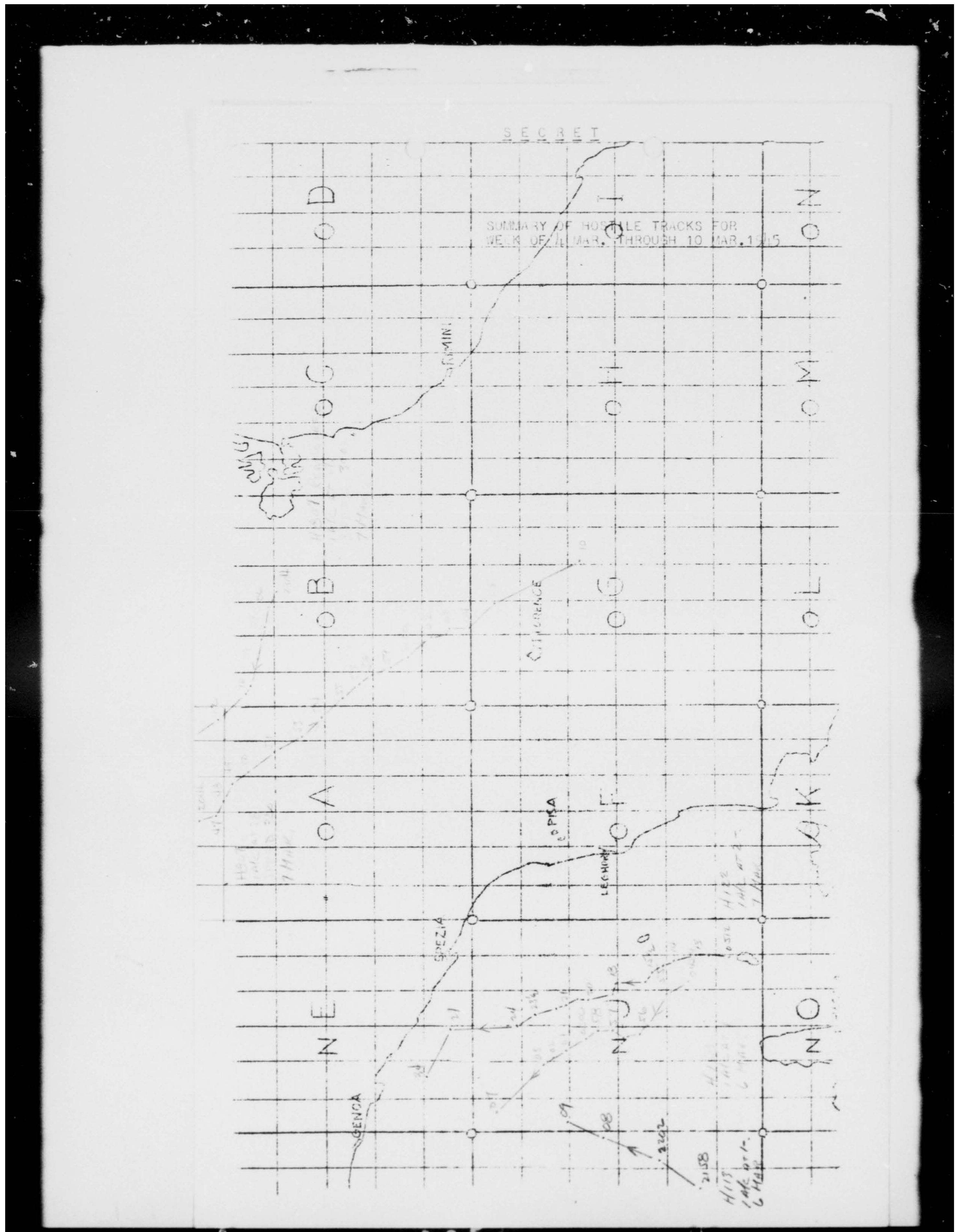

S3/758
11 March 1945
X 803
0035
0054
1

BLUE FIGHTER CONTROL

FILTER ROOM RECORDING SHEET

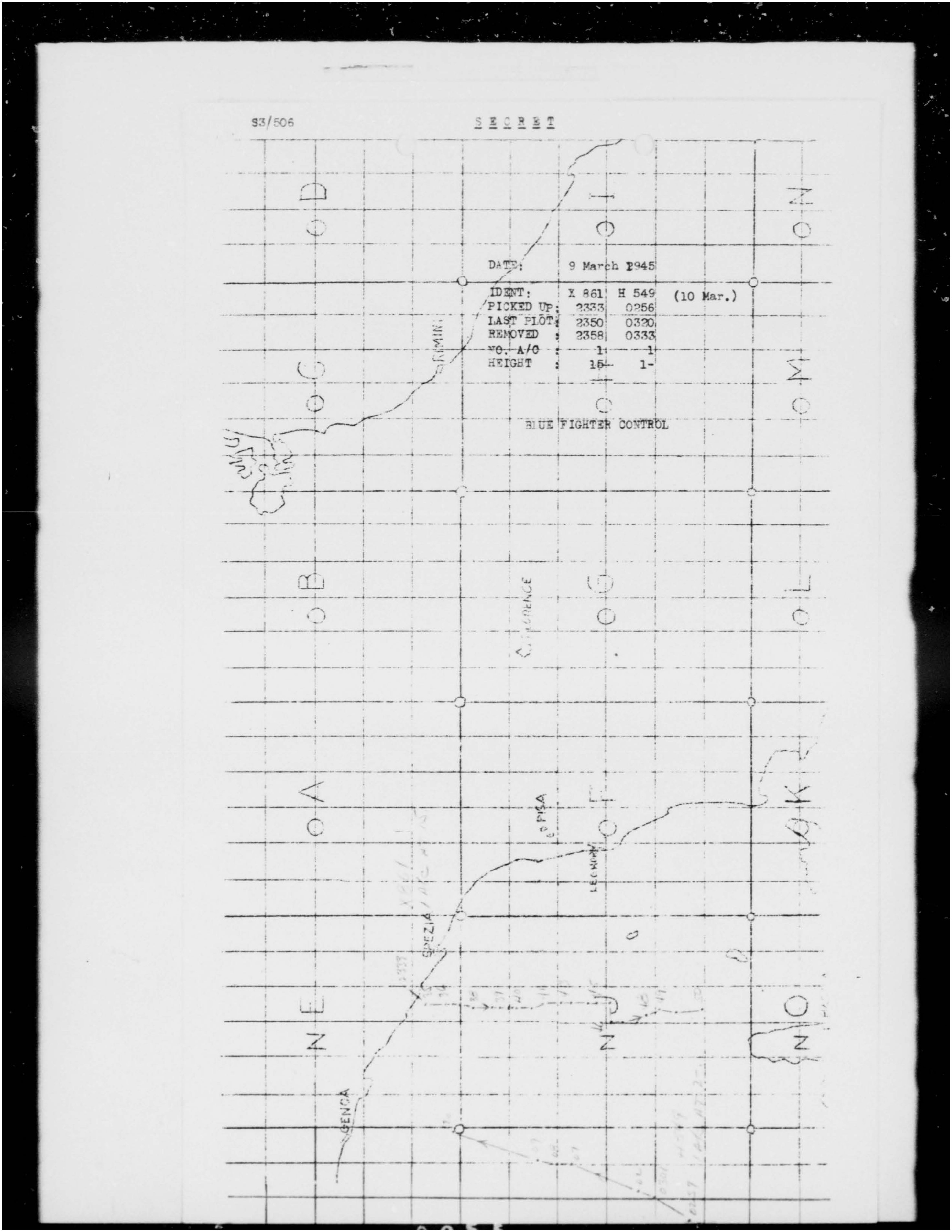
TELLER: T/5 Ernie FILTER OFFICER: Lt Williams DATE: 11/3/45
RECORDER: Borelli FILTERER: Gurnee PAGE: 1

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
00:35	E	OF4019	803	1				N.R.
36	E	OF4023	"	1				
37	E	OF4023	X803	1				2117 -PAGE 2-
37	E	OF3425	"	1				2117
40	E	OF3428	"	1				"
41	E	OF3932	"	1				"
50	E	OF4041	"	1			[illegible]	338
54			X803	Removed				



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BLUE SECTOR OPERATIONS

TELLER:
RECORDER:

FILTER OFFICER:
FILTERER:

DATE: 10 MAR.
PAGE:

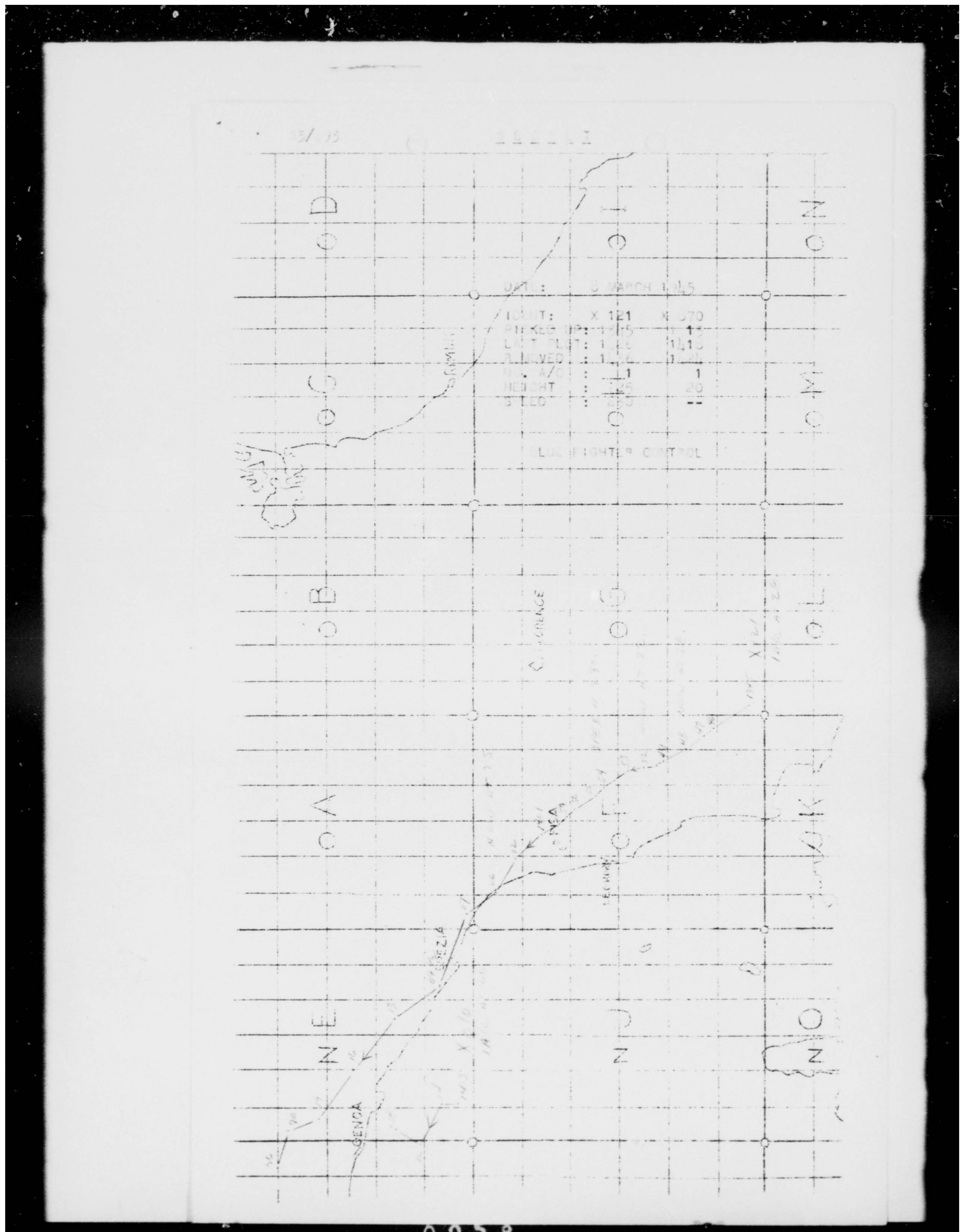
TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
0256	NE	N11331	H549	1	2-			338 WING.
57	NE	N11334	H549	1	2-			
0301	NE	N12040	H549	1	2-			
02	NE	N12342	H549	1	2-			
07	N	N13750	H549	1	2-			
08	N	N14050	H549	1	2-			
09	N	N14451	H549	1	2-			
20	N	ND0149	H549	1				
33			H549 REMOVED.					

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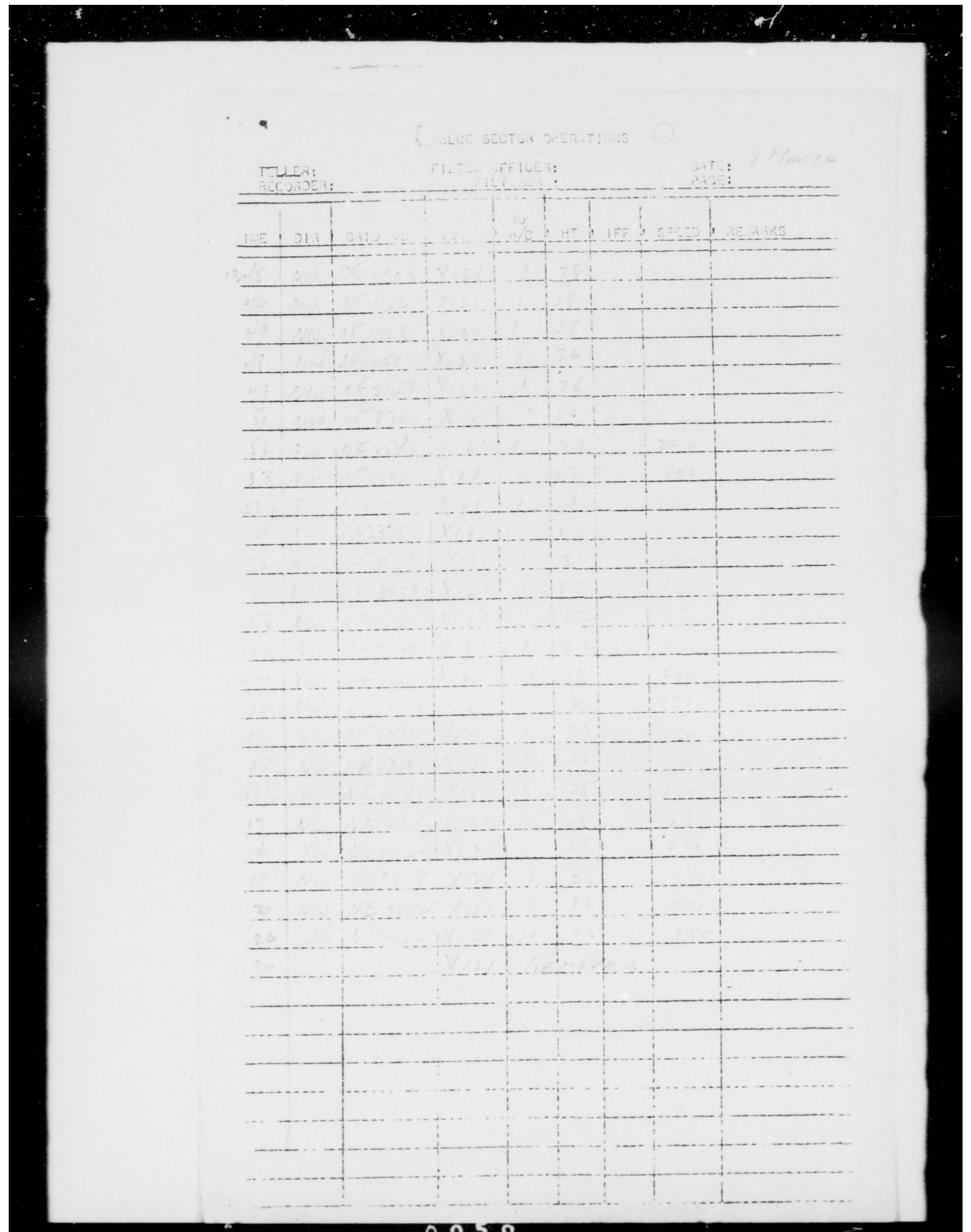
BLUE SECTOR OPERATIONS

TELLER:
RECORDER:
FILTER OFFICER:
FILTERER:
DATE: 9 MAR.
PAGE:

TIME	DIR	GRID	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
1333	SW	NE1240	861	1				
35	SW	NE0734	X861	1				
36	S	NE0434	X861	1				
37	S	NE0234	X861	1				
37½	S	NE0034	X861	1				
38	S	NJ5733	X861	1	15	3		
38½	S	NJ5433	X861	1	15	3		
39	S	NJ 5233	X861	1	15	3		
39½	S	NJ 5033	X861	1	15	3		
40	S	NJ 4833	X861	1	15	3		
40½	SE	NJ 4634	X861	1	15	3		
41	S	NJ 4335	X861	1	15	3		
41½	S	NJ 4235	X861	1	15			
43	S	NJ3935	X861	1	15			
44	S	NJ 3735	X861	1	15			
44½	S	NJ 3435	X861	1	15			
45	S	NJ 3235	X861	1	15			
45½	S	NJ 2935	X861	1	15			
46	SW	NJ 2930	X861	1	15			
46½	S	NJ 2730	X861	1	15			
48	S	NJ 2232	X861	1	15			
49	S	NJ1933	X861	1	15			
49½	S	NJ 1732	X861	1	15			
50	S	NJ1133	X861	1	15			



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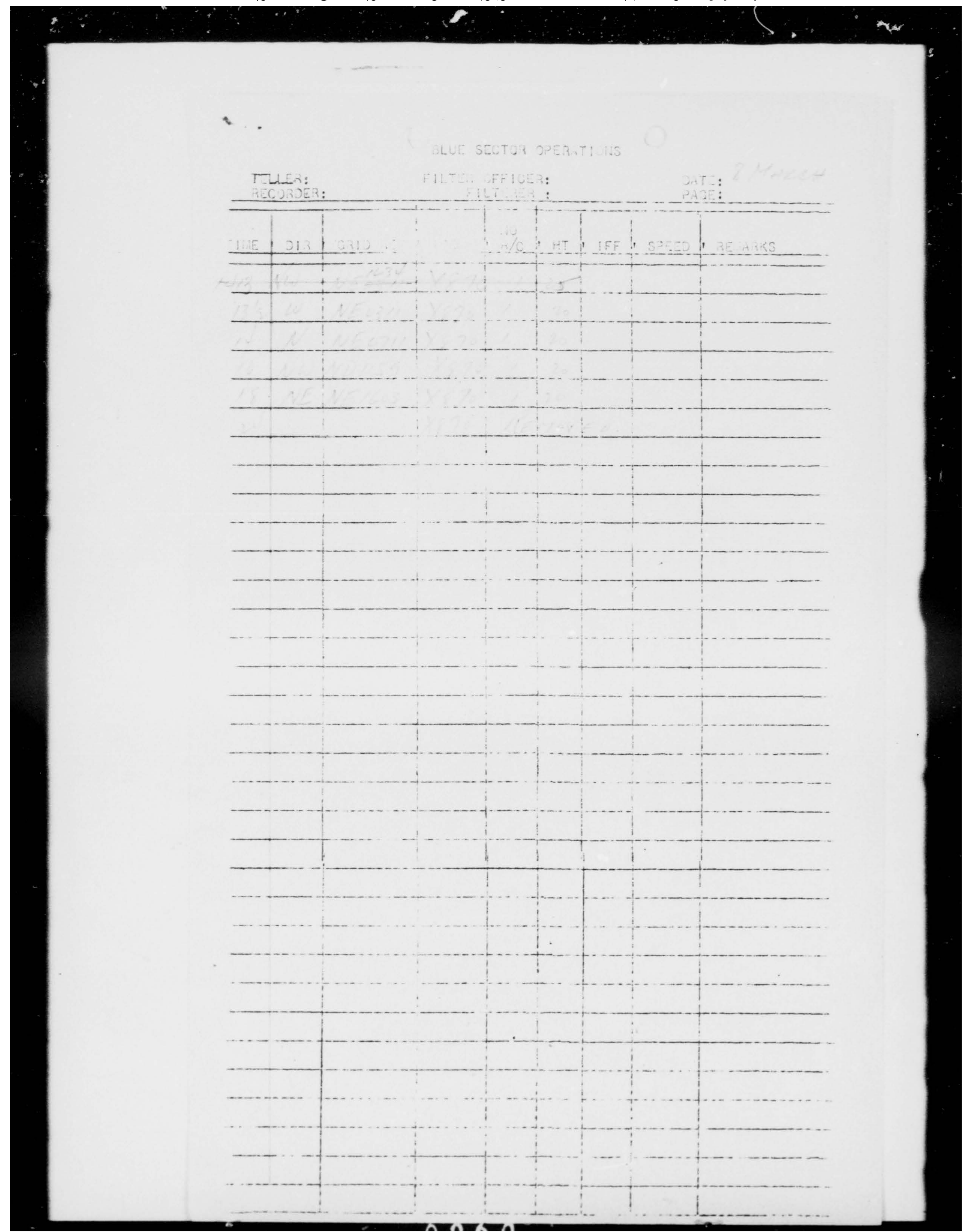
BLUE SECTOR OPERATIONS

TELLER: FILTER OFFICER: DATE: 8 March

RECORDER: FILTERER: PAGE:

TIME	DIR	GRID NO	[illegible]	NO A/C	HT	IFF	SPEED	REMARKS
1345	NW	OG0363	X121	1	28			
46	NW	OF1136	X121	1	28			
47	NW	OF1353	X121	1	28			
48	NW	OF1050	X121	1	26			
49	NW	OF3137	X121	1	26			
51	NW	OF7346	X121	[illegible]	[illegible]			
52	NW	OF1575	X121	1	22		260	
53	NW	OF[illegible]	X121	1	22		250	
53½	NW	OF3111	X121	1	22		240	
54	NW	OF3335	X121	1	22		230	
55	NW	OF3337	X121	1	22		230	
56	NW	OF3037	X121	1	22		230	
55	NW	OF[illegible]	X121	1	22		230	
57	NW	OF4036	X121	1	22		230	
1401	NW	OF[illegible]	X121	1	22		240	
[illegible]	NW	OF[illegible]	X121	1	22		230	
[illegible]	NW	OF[illegible]	X121	1	25		230	
17	NW	NE0306	X121	1	25		230	
19½	W	NE0603	X121	1	25		230	
13	NW	NE[illegible]	X121	1	25		230	
16	NW	NE[illegible]	X121	1	25		230	
18	NW	NE3707	X121	1	25		230	
20	NW	NE3002	X121	1	25		230	
26	NW	NE[illegible]	X121	1	25		230	
34			X121	Removed				

THIS PAGE IS DECLASSIFIED IAW EO 13526



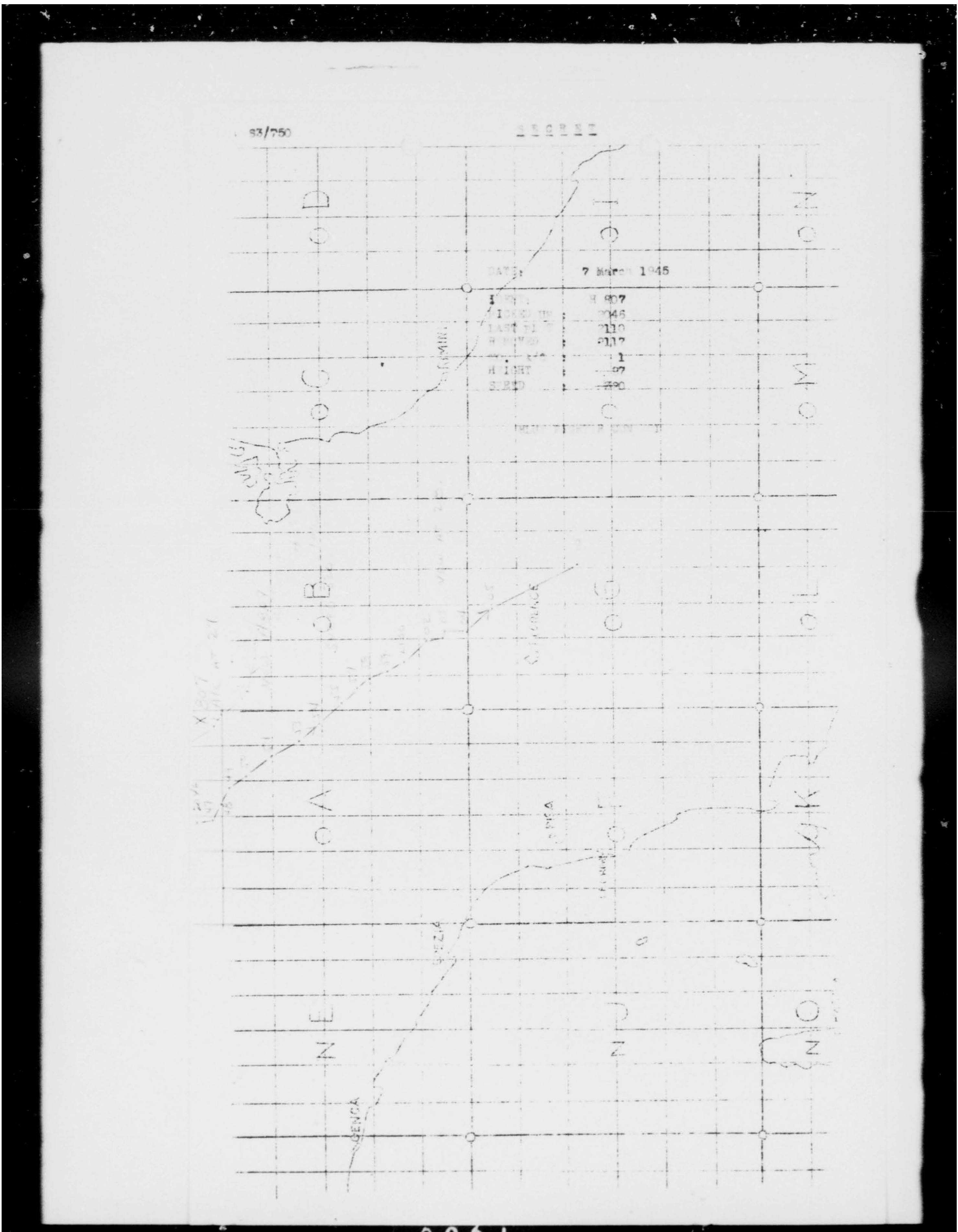
BLUE SECTOR OPERATIONS

TELLER:
RECORDER:

FILTER OFFICER:
FILTERER :

DATE: 8 March
PAGE:

TIME	DIR	GRID	[illegible]	NO A/C	HT	IFF	SPEED	REMARKS
[illegible]	NW	NE 1234	X870	1	25			
13½	W	NE 0311	X870	1	20			
15	N	NE 0311	X870	1	20			
16	NW	NE 1159	X870	1	20			
18	NE	NE 1603	X870	1	20			
21			X870	Removed				



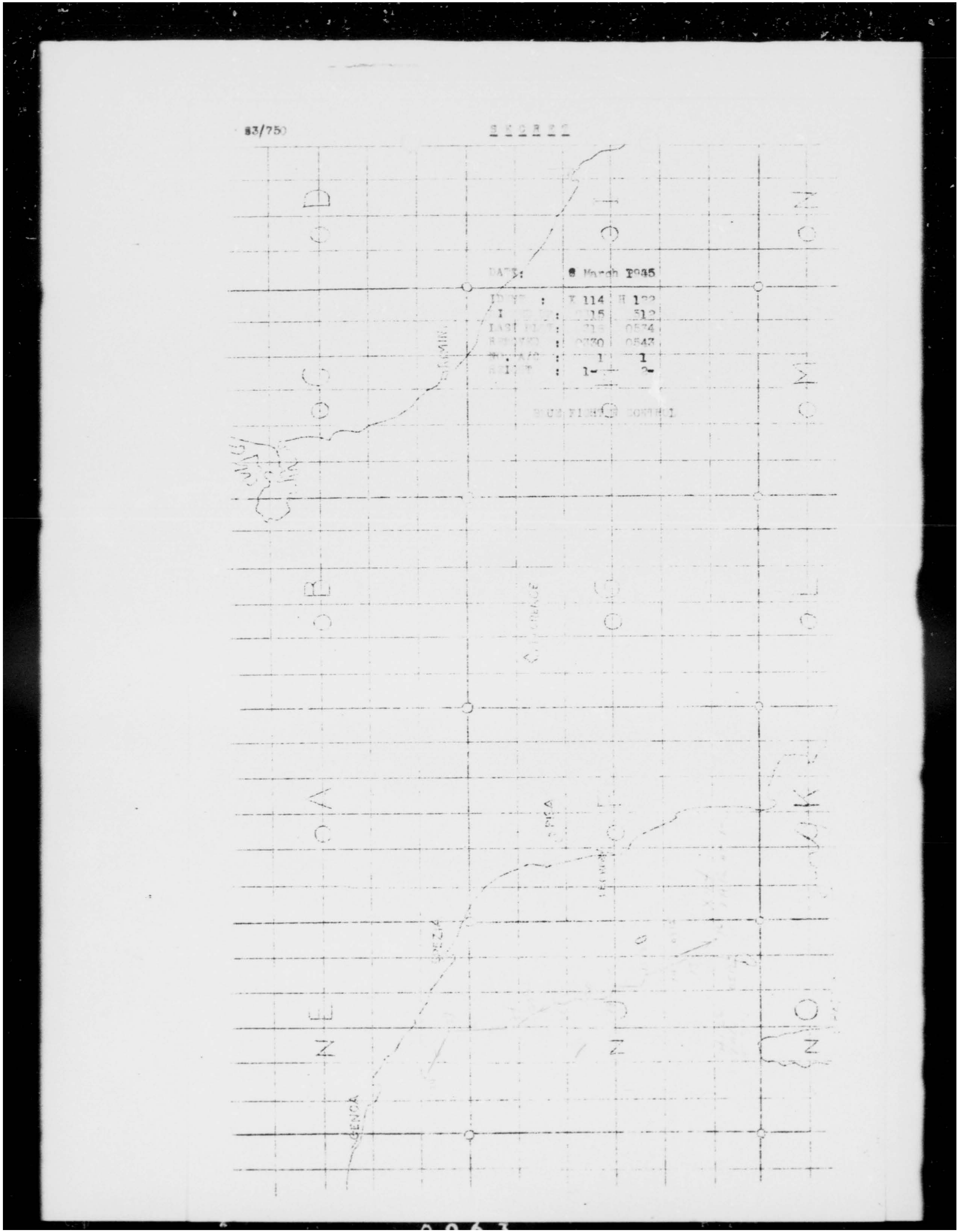
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BLUE FIGHTER CONTROL

FILTER ROOM RECORDING SHEET

TELLER: FILTER OFFICER: DATE: 1 March
RECORDER: FILTERER: PAGE:

TIME	DIR	GRID REF	IDENT	A/C	HT	IFF	SPEED	REMARKS
2046	SE	0A 5527	H807	1	27			
47	SE	0A5729	"	"	"			
48	SE	0A5033	"	"	"			
49	SE	0A4836	"	"	"		380	
50	SE	0A 4541 / 4640	"	"	"		"	
51			Now	H807				
51	SE	0A 4047	H807	1	27		360	
53	SE	0A 3451	H807	1	27		360	WHITE
54	SE	0A3157	H807	"	"		"	
55	SE	0B 2702	H807	"	"		"	
57	SE	0B 2307	H807	"	"		320	
58	SE	0B 2009	H807	"	"		"	
59	SE	0B 1711	H807	"	"		"	
2100	SE	0B 1313	H807	"	"		"	
01	SE	0B 1315	H807	"	"		"	
02	SE	0B 0819	H807	"	"		"	
02½	SE	0B 0520	H807	"	"		"	
03	SE	0B 0422	H807	"	28		"	
04	SE	0B 0022	H807	"	"		"	
05	S	0G 5529	H807	"	"		"	
06	SW	0G 5225	"	"	"		"	
06½	SW	0G 5118	"	"	"		"	
07	SW	0G 5114	"	"	"		"	
10	S	0G 3841	"	"	"		"	
17			H807	REMOVED				
2302	W	0B 3433	H807	1	17		300	
06	NW	0B 4129	"	"	"		"	
07	W	0B 4222	"	"	"		"	
08	NW	0B 4319	"	"	"		"	
10	W	0B 4506	"	"	"		"	
11	NW	0B 4603	"	"	"		"	

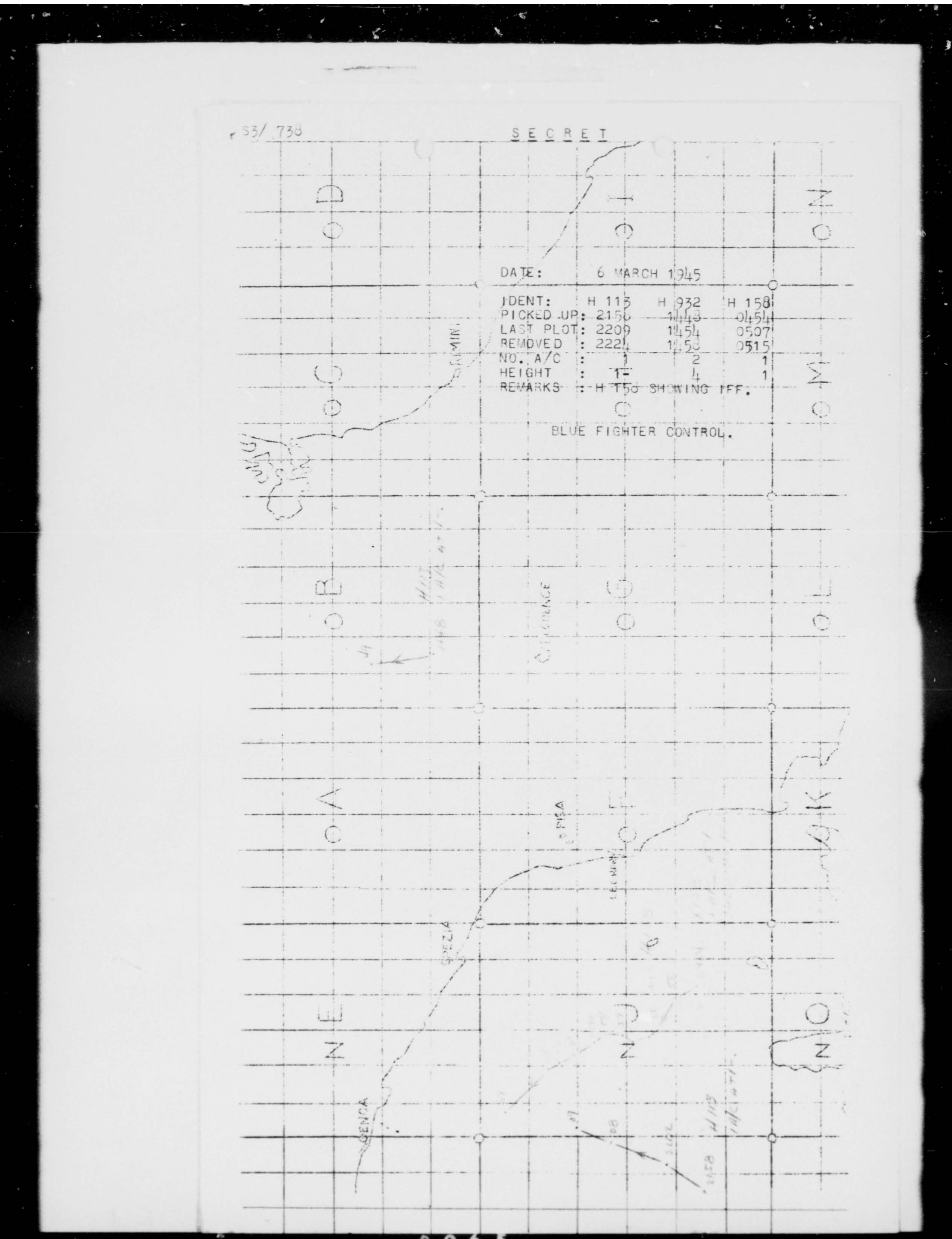


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BLUE SECTOR OPERATIONS

TELLER:
FILTER OFFICER:
DATE: 7 MARCH
RECORDER:
FILTERER:
PAGE:

TIME	DIR	GRID	[illegible]	NO A/C	HT	IFF	SPEED	REMARKS
0315	SE	NJ1850	X114	1				338 Wing
16	SE.	NJ0954	X114	1	1-			"
18				now H114.				
30			H114 Removed.					
0512	NW	NJ0749	H122	1	2--			338 Wing-
12	N	NJ1250	"	"	"			"
13	N	NJ1450	"	1	"			"
14	NW	NJ1848	"	"	"			"
15	NW	NJ2147	"	"	"			"
15½	NW	NJ2345	"	"	"			"
17	NW	NJ2442	"	"	"			"
18	N	NJ3042	"	"	"			"
19	NW	NJ3139	"	"	"			"
20	N	NJ3638	"	"	"			"
20½	N	NJ3836	"	"	"			"
21	N	NJ4137	"	"	"			"
23	N	NJ4337	"	"	"			"
23½	NW	NJ4733	"	"	"			"
24	NW	NJ5130	"	"	"			"
27	N	NE0429	"	"				"
34	NW	NE0916	"	"				"
43			H122 Removed					



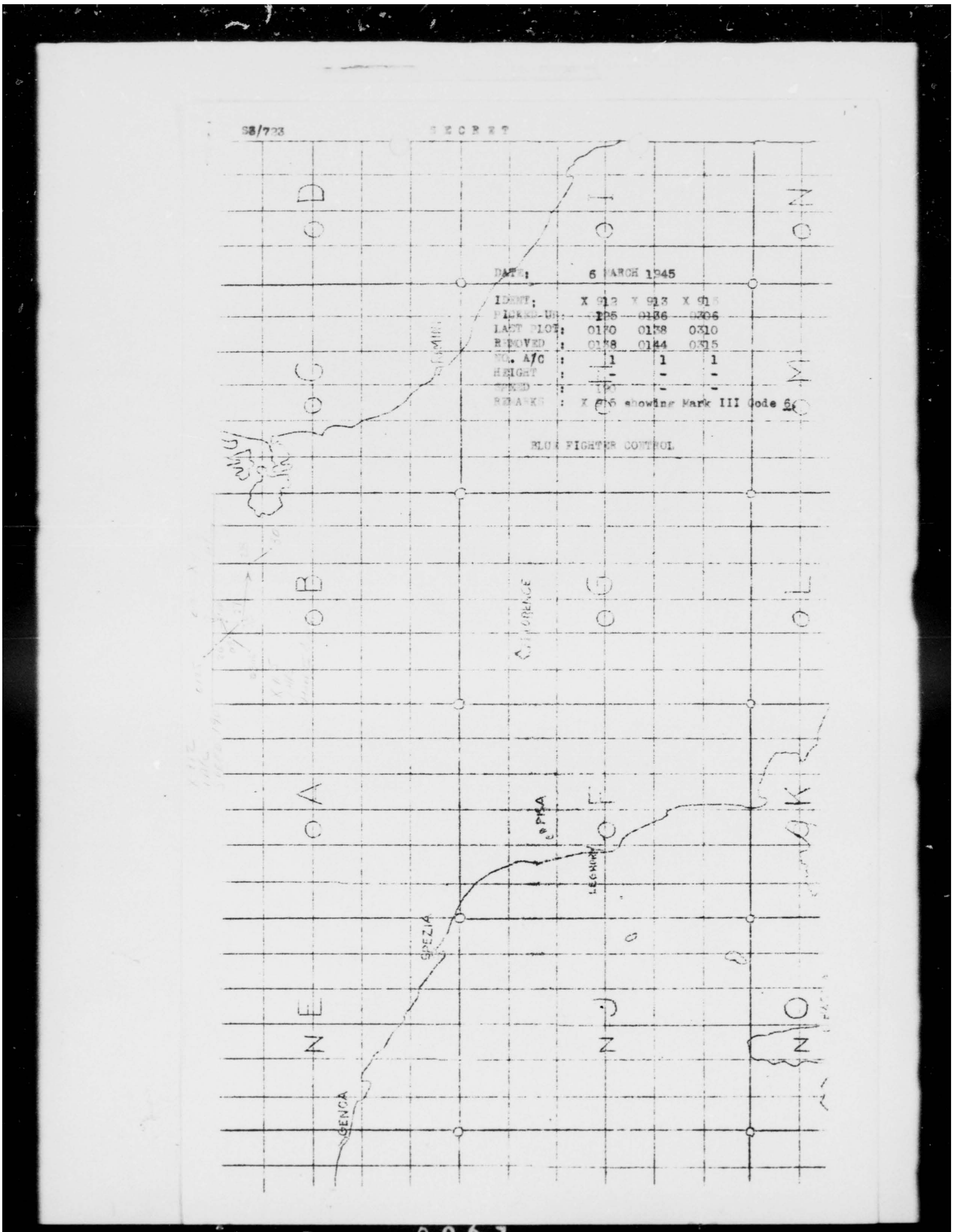
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BLUE FIGHTER CONTROL

FILTER ROOM RECORDING SHEET

TELLER: FILTER OFFICER: DATE: 6 MARCH
RECORDER: FILTERER: PAGE:

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
2158	N	NJ1445	H113	1	3+			338 WING.
2202	NE	NJ3352	H113	1	2-			"
05	NE	NJ3358	H113	1				"
09	NE	NJ4002	H113	1	1-			
24			H113	REMOVED				
1448	N	OB0916	X932	2				WHITE SECTOR
49	N	OB2212	H932	2	4			
54	NE	OB2213	H932	2	4			
58			H932	REMOVED.				
0454	N	NJ1642	X158	1	1	IFF		338 WING.
55	NW	NJ2039	X158	1	1	IFF		
56	NW	NJ2670	X158	1		"		NOW H158.
56	NW	NJ2628	H158	1		"		
56½	N	NJ2827	H158	1		"		
57	NE	NJ3129	H158	1		"		
58	N	NJ3429	H158	1		"		
0500	NW	NJ3626	H158	1		"		
01	NW	NJ4125	H158	1	1	"		
02	NW	NJ4321	H158	1	1	"		
03	NW	NJ4619	H158	1	1	"		
07	NW	NJ5507	H158	1	1	"		
15			H158	FADED.				



SS/723 SECRET

DATE: 6 MARCH 1945

IDENT	:	X 912	X 913	X 915
PICKED UP	:	0125	0136	0306
LAST PLOT	:	0170	0138	0310
REMOVED	:	0158	0144	0315
NO. A/C	:	1	1	1
HEIGHT	:	-	-	-
SPEED	:	190	-	-

REMARKS : X 915 showing Mark III Code 6.

BLUE FIGHTER CONTROL

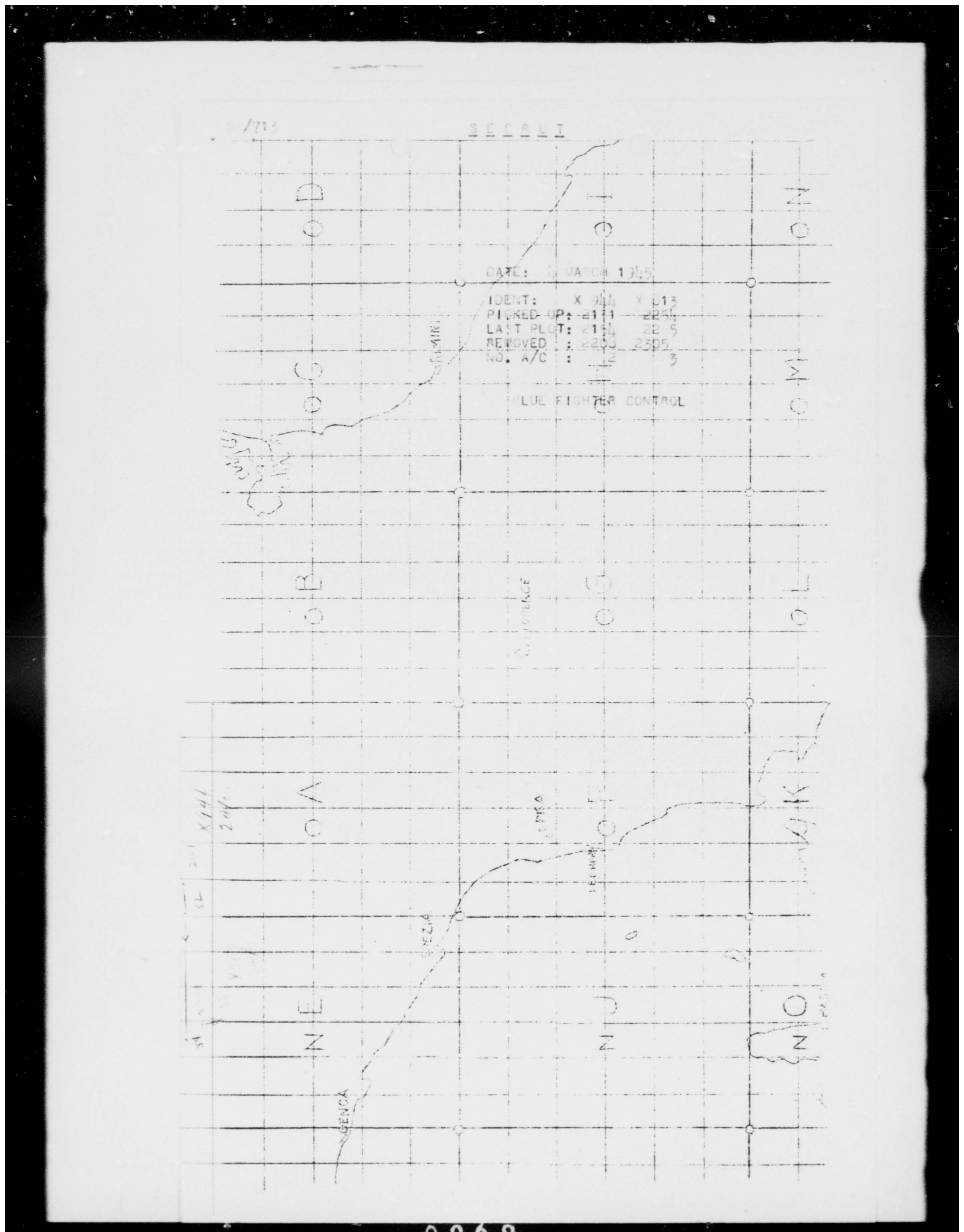
THIS PAGE IS DECLASSIFIED IAW EO 13526

BLUE FIGHTER CONTROL

FILTER ROOM RECORDING SHEET

TELLER: Forrest FILTER OFFICER: Lt. Hardie DATE: 6 Mar.
RECORDER: Kinroth FILTERER: Halcomb PAGE:

TIME	DIR	GRID REF	IDENT	NO. A/C	HT	IFF	SPEED	REMARKS
0125	S	OB5213	X912	1				White Sector
26	SE	OB4917	X912	1				"
27	SE	OB4423	X912	1			190	"
28	E	OB4340	X912	1			190	"
30	SE	OB5043	X912	1				"
38			X912	Removed.				
0136	S	OB5324	X913	1				White Sector.
37	S	OB4723	X913	1				"
38	S	OB4529	X913	1				"
44			X913	Removed.				
0306	S	OB4315	X915	1		C6.		White Sector
09	NE	OB4719	X915	1		6		"
10	NE	OB4825	X915	1		6.		"
15			X915	Removed.				



THIS PAGE IS DECLASSIFIED IAW EO 13526

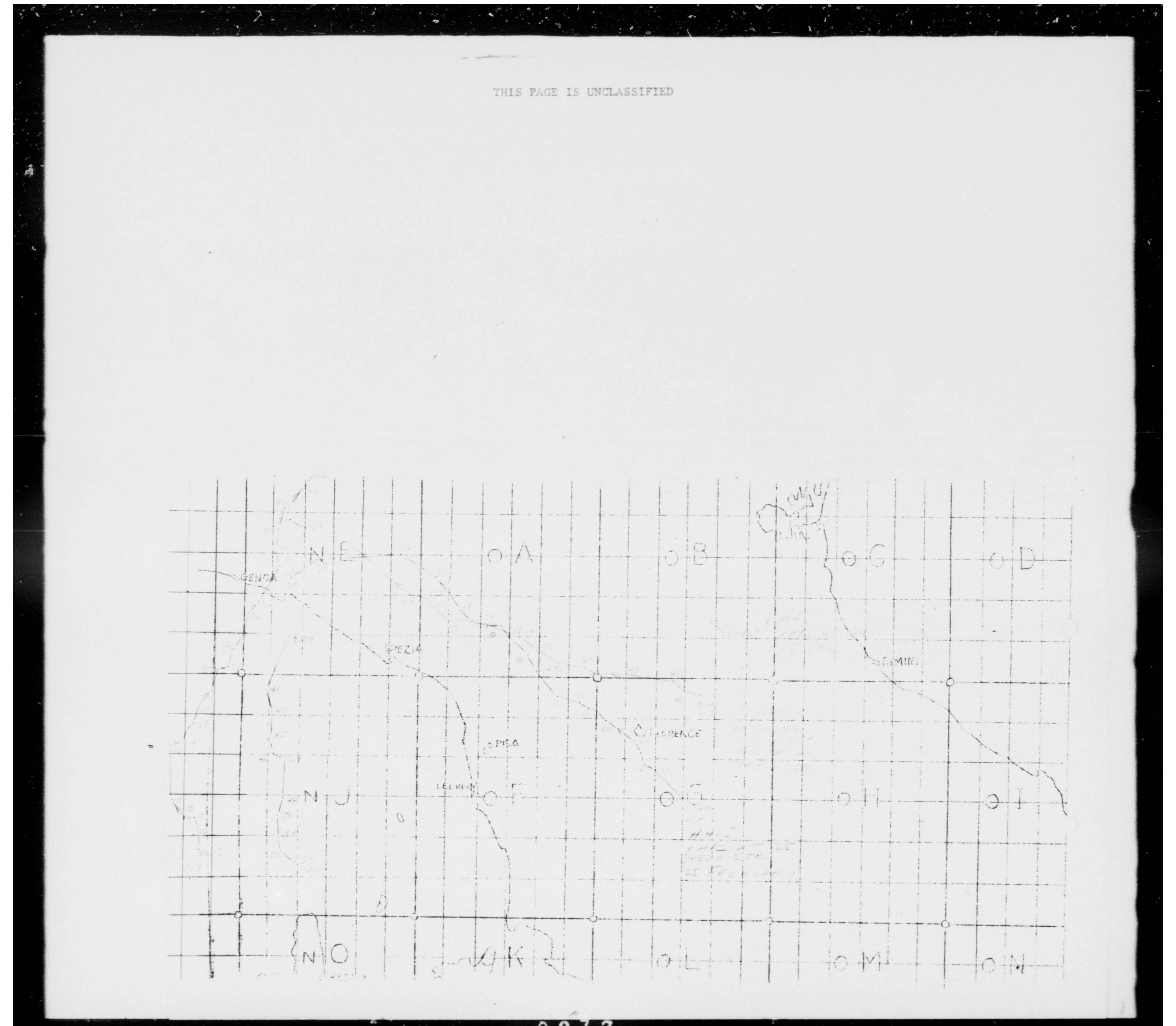
BLUE FIGHTER CONTROL

FILTER ROOM RECORDING SHEET

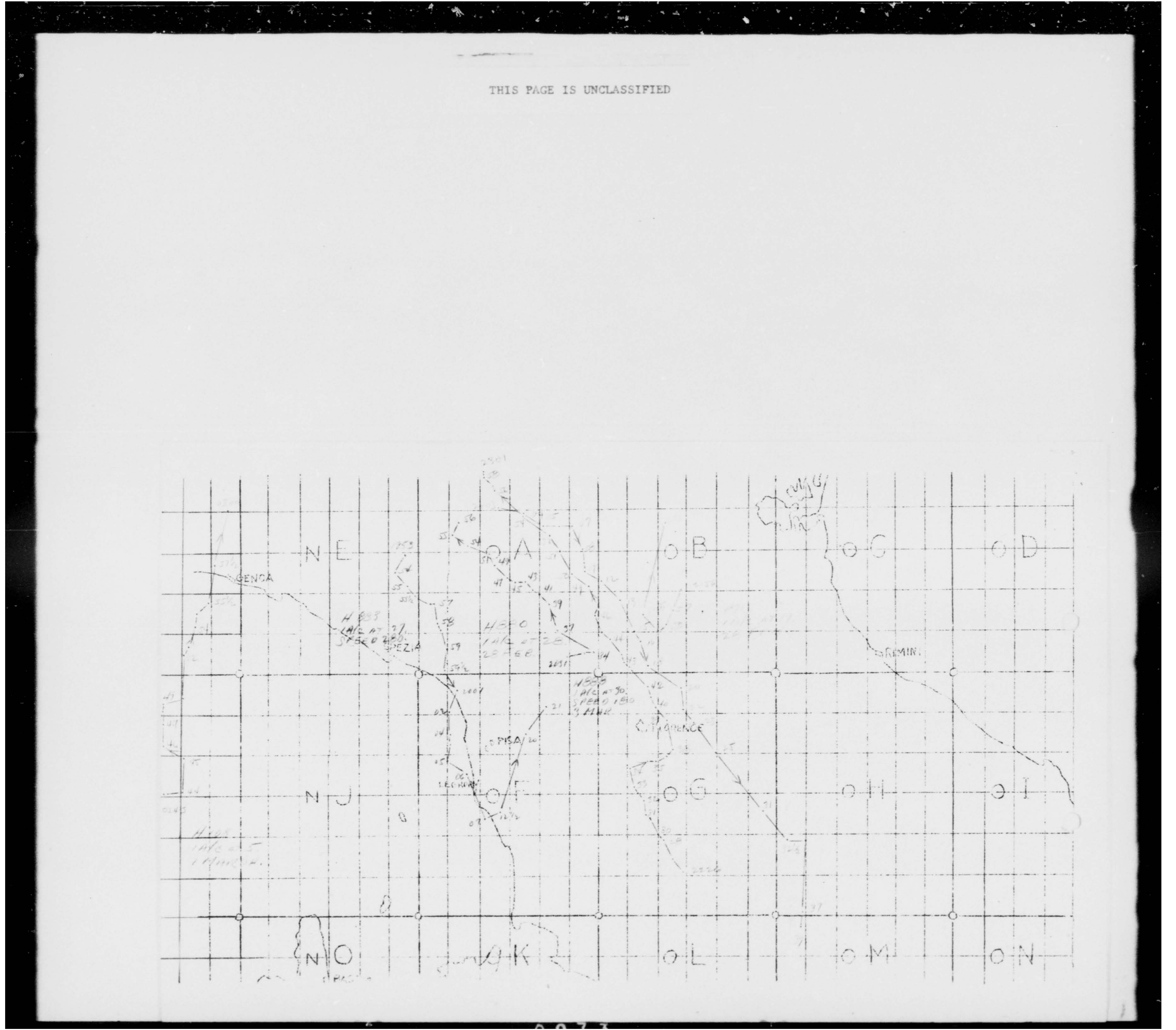
TELLER: FILTER OFFICER: DATE:
RECORDER: FILTERER: PAGE:

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
2157	S	OA 5808	X444	2				White
52	W	OA 5801	X444	2	"			"
53	NW	JY0357	X444	2	"			"
54	SW	NF5724	X942	2				
2208			X444	Removed				
2254	SW	NE5724	X813	3				
55	S	NE4830	X813	3				
2305			X813	Removed				

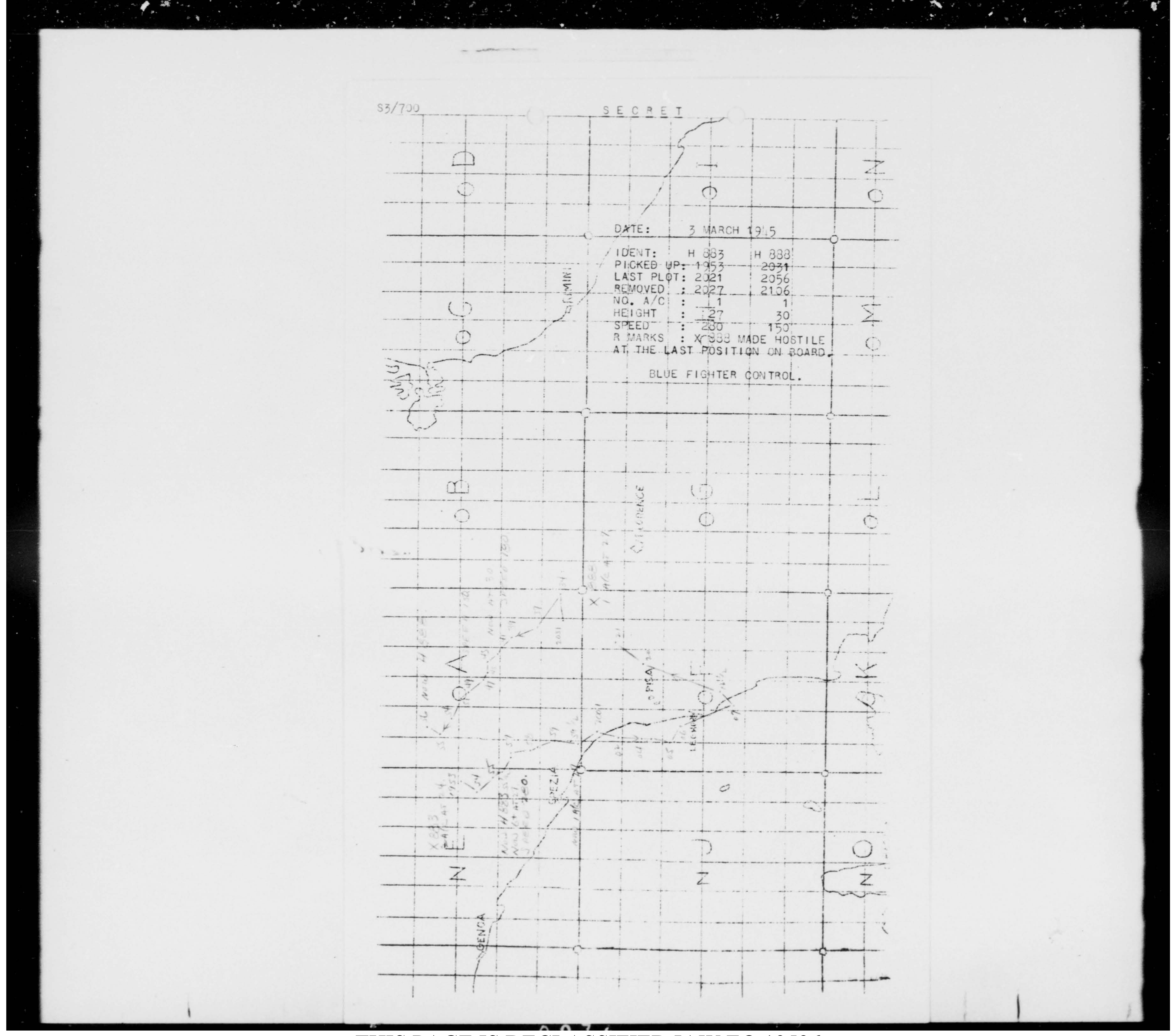
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1852

BLUE FIGHTER CONTROL

FILTER ROOM RECORDING SHEET

TELLER: Fisher FILTER OFFICER: Lt Hardie DATE: 3 Mar.
RECORDER: Olson FILTERER: Gerner PAGE: 34

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
1953	S	NE 2455	X883	1	20			
54	S	2532	—	2	24			
55	SE	NE 2257	X883	2	24		280	
55½	SE	NE 1959	"	"	"		"	
56	SE	OA 1703	X883	"	"		"	
57	SE	OA 1705	"	6+	"		"	
58	SE	OA 1302	"	"	"		"	
58½	SE	OA 1108	"	"	27		"	
59	SE	OA 0610	"	"	"		"	
59½	S	OA 0109	"	1	27		"	
2001	SE	OF 5613	"	"	"			
02	S	OF 5111	"	"	"			
04	S	OF 4511	"	"	"			
04½	S	OF 4311	"	"	"			
05	S	OF 3810	"	"	"			
06	SE	OF 3516	"	"	"			
06½	SE	OF 2421	"	"	"			
07	SW	OF 2617	"	"	"			
12½	NW	OF 2717	"	"	"			
20	NE	OF 4535	"	"	"			
21	NE	OF 5242	"	"	"			
27			"	REMOVED.				
2021	N	OA 0514	X886	1	25			
23	NE	OA 1019	X886	1	26			
27			X886	REMOVED.				

BLUE FIGHTER CONTROL

FILTER ROOM RECORDING SHEET

TELLER: FILTER OFFICER: DATE:
RECORDER: FILTERER: PAGE:

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
~~2019~~	~~NE.~~	~~OA 0404~~	~~X158~~	1				
2031	NE	OA 0449	X888	1				
32	NE	OA 0555	X888	1				
34	NE	OA 0558	"	"	27			
37	NW	OA 1146	"	"	"			
39	NW	OA 1743	"	"	"			
41	NW	OA 1940	"	"	"			
43	NW	OA 2138	"	"	"			
44	NW	OA 2335	"	"	30		180	
45	NW	OA 2332	"	"	"		"	
47	NW	OA 2429	"	"	"		"	
49	NW	OA 2725	"	"	"		150	
51	NW	OA 2922	"	"	"		"	
54	NW	OA 3216	"	"	"		"	
55	NW	OA 3411	"	"	"		—	
56	N	OA 3713	"	"	30		now H888.	
2104			REMOVED.					

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-GER/ASA

APO 650, U.S. ARMY,
4 MARCH 1945.

SUBJECT: REPORT OF HOSTILE ACTIVITY, 3MARCH 1945.

TO : ALL CONCERNED.

X-833 WAS IDENTIFIED AS HOSTILE WHEN WINDOW WAS DETECTED APPROXIMATELY 20 MILES NORTH OF LA SPEZIA. ALTITUDE WAS CHANGED FROM 20,000 TO 27,000 SO FRONTDOOR 48 UNDER CONTROL OF US-2114 SENT TO ANGELS AND VECTORED TO A FAVORABLE POSITION FOR INTERCEPTION. THE TRACK WAS CARRIED DOWN THE COAST WITH REPORTS OF WINDOW FROM PRACTICALLY ALL STATIONS. "48" REACHED ALTITUDE AND MADE CONTACT APPROXIMATELY 10 MILES NORTHWEST OF THE IAZ AND HAD CLOSED TO 1500 FT. RANGE WHEN THE ENEMY A/C ENTERED THE HOT SPOT. THE GUNS AT LEGHRON COMMENCED FIRING AND BOTH THE HOSTILE A/C AND THE FIGHTER WERE ILLUMINATED. "48" BROKE AWAY TO AVOID THE IAZ. OUR STATIONS AND STATIONS OF 338 WING WERE SO SATURATED WITH WINDOW THAT CONTINUOUS TRACKING OF THE HOSTILE WAS IMPOSSIBLE. A TRACK WAS FINALLY RE-ESTABLISHED IN THE VICINITY OF PISTOIA AND "48" WAS AGAIN SENT TO INTERCEPT. A FLEETING CONTACT WAS MADE AT ABOUT THE MIDDLE OF THE OA SQUARE BUT IT WAS NOT HELD AND NONE OF OUR STATIONS WERE ABLE TO GIVE ANY HELP. AFTER CONTINUING ON HIS OWN FOR FIVE OR SIX MINUTES, "48" RETURNED TO BASE. A.A.A. AT MARINA DI PISA REPORTED 3 PHOTO FLARES OVER THE LEGHORN AREA.

338 WING HAD BEEN ADVISED THAT WE HAD A FIGHTER IN A FAVORABLE POSITION TO AFFECT AN INTERCEPTION, BUT WE MADE NO REQUEST TO HOLD FIRE IN THE IAZ. BY THE TIME US-2114 MADE THE INTERCEPTION AND COULD ADVISE SECTOR THE HOSTILE WAS ONE MILE FROM THE IAZ; HENCE, WE HAD NO TIME TO ADVISE THE A.A.O.C. OF THE PROXIMITY OF THE FIGHTER AND REQUEST HOLD FIRE BEFORE THE GUNS COMMENCED FIRING AND THE FIGHTER WAS FORCED TO BREAK OFF.

GLENN E. ROCKEY,
CAPTAIN, AIR CORPS.
DUTY CONTROLLER.

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-JWR/ASA

APO 650, U.S. ARMY,
4 MARCH 1945.

SUBJECT: M.L.O. REPORT ON HOSTILE ACTIVITY, 3 MARCH.

TO : ALL CONCERNED.

HOSTILE FIRST APPEARED IN NE-2955, 2 A/C AT ANGELS 20 FLYING SOUTHEAST. WINDOW WAS REPORTED DROPPED EAST OF LA SPEZIA. CONTINUED DOWN COAST OVER LEGHRON AND THEN OUT TO SEA DROPPING MORE WINDOW. THERE WERE NUMEROUS X-RAY AND QUERY TRACKS DUE TO WINDOW AND PRESENCE OF FIGHTERS AND BOMBERS IN THE AREA.

TRACK WAS MADE X-883 AT 1953A, AND H-883 AT 1957A.

J. W. RAY,
1ST LT., A.C.,
DUTY M.L.O.

S3/702

S E C R E T

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-WDH/KM

APO 650, US ARMY,
4 MARCH 1945.

SUBJECT: HOSTILE ACTIVITY ON 3 MARCH 1945.

TO : ALL CONCERNED.

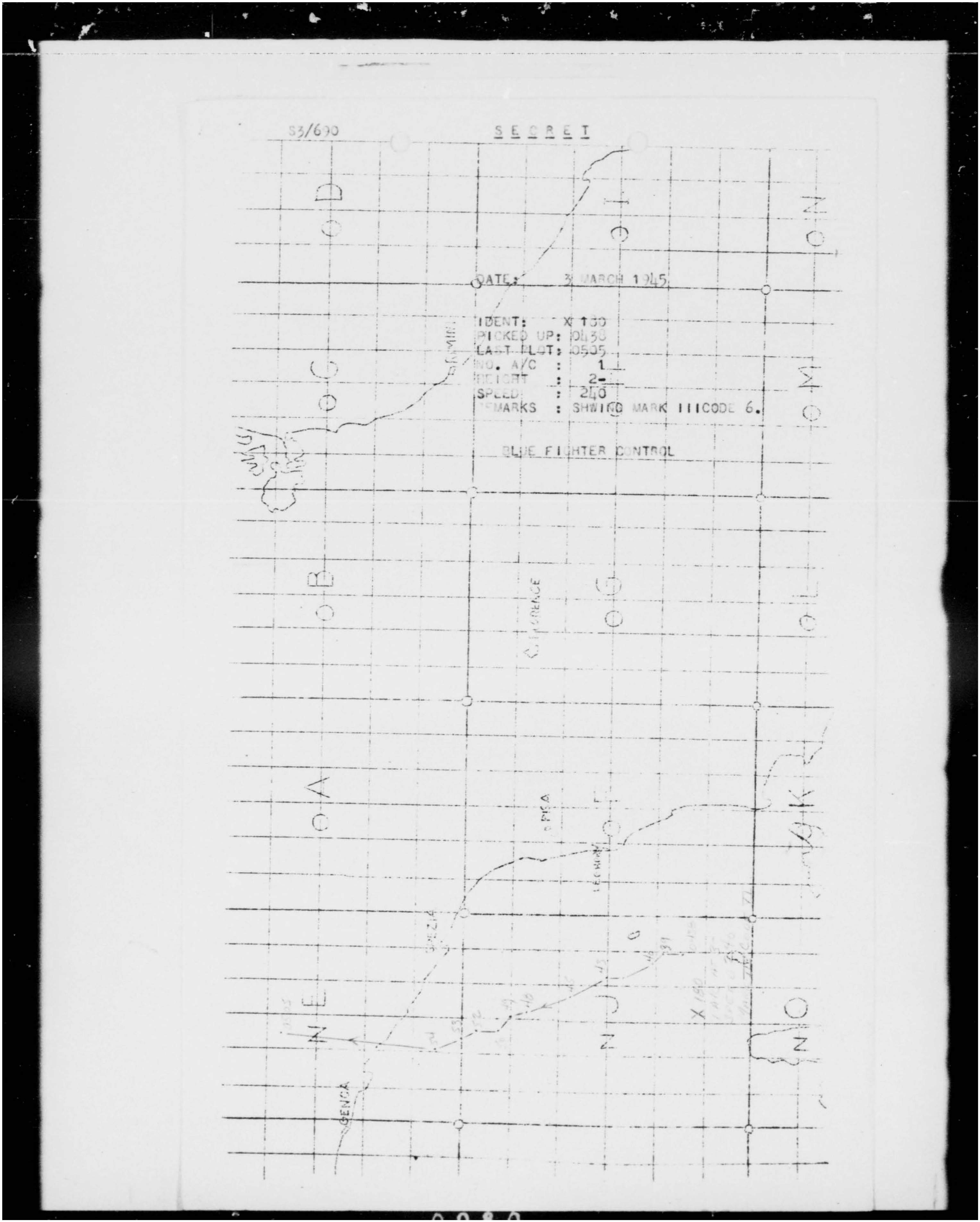
1. AT 1953 HOURS ON 3 MARCH 1945, TRACK 883 APPEARED IN NE 2955, ONE AIRCRAFT, PLOTTED BY U.S. 2116 AND WAS IDENTIFIED AS X-883. AN ESTIMATED HEIGHT OF 20,000 FEET WAS PLACED ON THE TRACK WHICH CONTINUED SOUTHEAST TO OA1703 WHERE THE NUMBER OF AIRCRAFT REPORTED BY THE STATIONS VARIED FROM 3 PLUS TO 10 PLUS. IT WAS SUSPICIONED THAT WINDOW WAS BEING DROPPED AND THIS WAS CONFIRMED BY ALL STATIONS REPORTING ON THE TRACK. THE IDENTIFICATION WAS CHANGED TO H-883. U.S. 2116 WAS REPORTING THE HEIGHT OF 24,000 FEET: U.S. 2120 AS 20,000 FEET; AND 333 WING AS 26,000 FEET. THE FILTERED HEIGHT WAS 24.000 FEET. A SPEED CHECK WAS MADE INDICATING 230 M.P.H. H-883 CONTINUED SOUTH ALONG THE COAST WITH OUR STATIONS GIVING A GOOD TRACK. U.S. 2116 REPORTED HEARING THE PLANE GOING SOUTH JUST WEST OF THE STATION. AT 2007 HRS. THE TRACK WAS BEING PLOTTED AT OF2617 WHERE WINDOW WAS AGAIN REPORTED BY ALL STATIONS. THEN IT TURNED NORTH TO OF2717, FILTERED BY 333 WING. NO MORE POSITIONS WERE RECEIVED UNTIL 2020 HOURS WHEN WHITE SECTOR PASS D A PLOT WHICH THEY BELIEVED TO BE ON THE HOSTILE AT OF4535. WE BROUGHT THE TRACK TO THIS POSITION GOING NORTHEAST. THE HOSTILE FADED AT OF5242 WITH A HEIGHT OF 27,000 FT. AT 2021 HOURS.

2. AT 2031 HOURS A TRACK APPEARED IN OA0449 GOING NORTHEAST. IT WAS MADE TRACK 888 AND IDENTIFIED AS X-888. WINDOW WAS REPORTED BY ALL STATIONS AT THIS POSITION. AT 2034, X-888 WAS PLOTTED IN OA0555 WITH A HEIGHT OF 27,000 FEET. THE TRACK MOVED NORTHWEST TO OA2335 AT 2044 HOURS WITH THE HEIGHT NOW AT 30,000 FEET AND THE SPEED ESTIMATED AT 180 MPH. AT 2056 HOURS IN OA3713, X-888 WAS MADE H-888. NO MORE PLOTS WERE RECEIVED ON THIS TRACK. IT IS BELIEVED THAT H-888 WAS A CONTINUATION OF H-883.

WILLIAM B. HARDIE,
1ST LT., SIG CORPS,
DUTY FILTER OFFICER.

S3/703

SECRET



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S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-ADH/ASA

APO 650, U.S. ARMY,
4 MARCH 1945.

SUBJECT: A.A.L.O.'S REPORT ON H-883.

TO : ALL CONCERNED.

1950 YELLOW WARNING -- HOLD FIRE.
1953 RED WARNING.
2122 WHITE.

DURING THE RAID FLASH-BOMBS WERE REPORTED BY L.A.A., PISA, AND 52 A.A.O.R.:-

1. 2002 HRS., 1 MILE OUT TO SEA, WEST OF MARINA DE PISA.
2. 2003-1/2 HALF WAY BETWEEN MARINA DE PISA AND LEGHRON.
3. 2004-1/2 OVER LEGHORN.

52 A.A.O.R. REPORTED "WINDOW", BUT THE L.W. WAS NOT ADVERSELY AFFECTED BY IT, AND FOUND NO DIFFICULTY IN PLOTTING THROUGH IT.

/S/ A. D. HALLAM, LT., R.A.
DUTY A.A.L.O.

3 MARCH 45.

S3/704

S E C R E T

THIS PAGE IS DECLASSIFIED IAW EO 13526

BLUE FIGHTER CONTROL

FILTER ROOM RECORDING SHEET

TELLER: Haccomb FILTER OFFICER: Lt. Schantz DATE: 3 Mar.
RECORDER: Kinkorph FILTERER: King PAGE:

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
0439	NW	NJ1449	X180	1	3-	C6		338 Wing.
39	NW	NJ1849	X180	1	3-	C6		"
40	N	NJ2147	X180	1	3-	C6		"
41	NW	NJ2742	X180	1	3-	C6		"
43	N	NJ3042	X180	1	2-	C6	240	"
45	NW	NJ3737	X180	1	2-	C6	240	Blue
48	NW	NJ4732	X180	1	2-	C6	250	"
49	NW	NJ5031	X180	1	2-	C6	"	"
50	NW	NJ5327	X180	1	2-	C6	240	"
52	N	NJ5727	X180	1	2-	C6	250	"
53	NW	NE0024	X180	1	2-		250	"
54	NW	NE0521	X180	1	2-		250	"
0505½	N	NE3724	X180	1				
20			X180	Removed.				

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-AE/ASA

APO 650, U.S. ARMY,
1 MARCH 1945.

SUBJECT: REPORT ON HOSTILE ACTIVITY.

TO : ALL CONCERNED.

AT 2006 AN UNIDENTIFIED A/C, NOT SHOWING, APPEARED IN OA-3646 DIRECTION S.E. ANGELS THEN GIVEN AS 15 AND 2 SUBSEQUENT FIXES ON FRIENDLY A/C FAILED TO IDENTIFY TRACK. WHEN ANGELS CHANGED TO 25, SCRAMBLED F/D 48 AT 2010. HE WAS A/B AT 2015 AND CLIMBED HIM TO ANGELS 18 TO PATROL WITH "ACKBRIDGE". IN THE MEANTIME WHITE CHANGED X-880 TO P-880 ON POSSIBILITY OF HALIFAX GOING TO BRINDISI, BUT BLUE RDF STATIONS HAD CLASS 1 HEIGHT OF 25,000 FT. WHEN P-880 REACHED 338 WING AREA, THEY CHANGED IT TO X-880 AT 2031 AND THEN TO H-880 AT 2032 IN WHICH BLUE CONTROLLER CONCURRED ON TELEPHONE CONFERENCE. H-880 CONTINUED S.E. AND GOOD TRACK WAS RECEIVED BY INTERFILTER NET AS IT WENT TO NAPLES, DROPPED PHOTO FLARES THERE, AND RETURNED ON ALMOST IDENTICAL COURSE AS SOUTHERLY COURSE. LENGTH OF TIME INVOLVED IN GOING SOUTH ON PART OF H-880 SUCH THAT F/D 48 CONSUMED TOO MUCH GAS FOR A GOOD CHASE. THEREFORE, WHEN H-880 TURNED N.W. FROM NAPLES, SCRAMBLED GINNY 17 AND PANCAKED F/D 48. IN THE MEANTIME 338 WING ALSO HAD SCRAMBLED A MOSQUITO, FIDGET 20, AND POSITIONED HIM IN S.W. CORNER OF OG SQUARE AT ANGELS 25. AT 2227, H-880 ENTERED OG SQUARE AND 8009 SWUNG FIDGET 20 AROUND TO MAKE HEAD-ON APPROACH ON H-880. CHASE BEGAN A FEW MINUTES LATER AND FIDGET 20 CLOSED TO CONTACT. AT THE SAME TIME GINNY 17 (SCRAMBLED 2149, A/B 2155) WAS MAKING ANGELS ON 090 DEG., WHEN A HOSTILE TRACK APPEARED IN WHITE AREA. TURNED GINNY 17 OVER TO THEM FOR WHATEVER THEY COULD USE HIM FOR ON THIS NEW HOSTILE WHICH WAS REPORTED TO HAVE BOMBED AND STRAFED ABOUT 20 TO 25 MILES NORTH OF FLORENCE. TRACK ON THIS HOSTILE IMMEDIATELY THEREAFTER FADED GOING N. WHITE KEPT GINNY 17 AND PATROLLED HIM GAINING ANGELS NORTH AND WEST OF PISTOIA AS THE CHASE CONTINUED BY FIDGET 20. WHEN FIDGET 20 HAD CLOSED TO WITHIN LESS THAN ONE MILE, H-880 DROPPED WINDOW WHICH COMPLETELY BLANKED FIDGET 20'S TUBE AND H-880 PULLED AWAY FROM HIM, A GAP OF 15 MILES APPEARING BETWEEN TRACKS. "CANINE" IMMEDIATELY TOOK OVER CHASE WITH GINNY 17 AND MADE CONTACT BEFORE IT WENT OUT OF THEIR RANGE. GINNY 17 CONTINUED AND WE DID NOT XXXX LEARN UNTIL LATER THAT HE HAD CONTINUED LAST 5 MINUTES OF CHASE ON ONE ENGINE AND SHOT DOWN H-880 OVER VILLAFRANCA AS H-880 LOST ALTITUDE TO PANCAKE THERE. GINNY 17 THEN CALLED IN AND GAVE IDENTIFICATION OF H-880 AS JU-188 AND THAT A/C HAD BLOWN UP AT APPROX. 2325. "17" THEN INFORMED "CANINE" THAT HE WAS ON LEFT ENGINE ONLY AND HIS RIGHT WHEEL WAS DOWN. SWITCHED "BACON" FIXERS OVER TO NIGHT "A" AND AS SOON AS THEY WERE ABLE TO GET FIXES "BACON" TOOK OVER. ASKED GINNY 17 TO TURN ON EMERGENCY SIGNAL AND STRANGELY WE DID NOT READ ANY IFF ON HIM. AS MANY OF HIS OTHER INSTRUMENTS WENT OUT, ASSUME THAT WAS OUT TOO. BROUGHT HIM BACK OVER BASE AND

S3/665

S E C R E T

REPORT ON HOSTILE ACTIVITY, CONT'D.

ALL HE COULD MAKE OF "CANDLE" WAS A GLOW THROUGH CLOUDS. WITH OTHER PILOTS IN "CONSTANCE" TOWER GIVING ADVICE, GINNY 17 AFTER A FEW TRIES DECIDED HE COULD NOT MAKE IT. WITH THE AID OF HIS R/O HE COULD NOT COPE WITH CONTROLS. GAINED ANGELS AGAIN TO 4,000 FT. AND BAILED OUT JUST S.E. OF FIELD. R.O. BAILED OUT 5 MILES EAST OF FIELD AND PILOT 1 MILE S.E. OF FIELD AT 2357. BOTH GOT IN O.K. TELETYPE MESSAGE WAS SENT TO XXII T.A.C. AND TELEPHONE SUMMARY GIVEN TO 62ND F.W. DUTY OFFICER.

ABRAHAM ELLENBOGEN,
CAPTAIN, AIR CORPS,
DUTY CONTROLLER.

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-GD/KW

APO 650, US ARMY,
1 MARCH 1945 .

SUBJECT: A.A.L.O.'S REPORT ON H-330., 28 FEBRUARY 1945.

TO : ALL CONCERNED.

1. NEITHER ON ITS OUTWARD JOURNEY (AS X-330) NOR ON ITS RETURN DID THIS AIRCRAFT COME NEAR ENOUGH THE AREA TO BE OF MUCH INTEREST TO A.A.; BUT YELLOW WARNING WAS GIVEN AT THE FOLLOWING TIMES:

A. ON OUTWARD JOURNEY: YELLOW WARNING 2016 HOURS.
WHITE WARNING 2020 HOURS.

B. ON RETURN JOURNEY : YELLOW WARNING 2227 HOURS.
WHITE WARNING 2255 HOURS.

G. DUNN,
LT., 52 A.A.O.R.

S3/668

S E C R E T

THIS PAGE IS DECLASSIFIED IAW EO 13526

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

CT-OPM/JRT

APO 650, U.S. ARMY
1 MARCH 1945

SUBJECT: FILTER OFFICERS' REPORT OF HOSTILE ACTIVITY ON H 880, 28 FEBRUARY 1945.

TO : ALL CONCERNED.

1. 336 WING CHANGED P 880 TO X 880 AS SOON AS IT CROSSED INTO THEIR SECTOR, A FEW MINUTES LATER THEY CHANGED X 880 TO H 880. H 880 THEN WENT ON SOUTH TO NAPLES, DROPPED FLARES, AND TURNED BACK NORTH. 338 WING PICKED UP H 880 COMING NORTH IN OG 0239, ONE A/C, AT 28 AT 2226 HOURS. AT 2228, U.S. 2116, 2120, 2114 AND 1015 PICKED UP H 880 AND CONTINUED TO PLOT H 880 UNTIL IT FADED GOING NORTH WEST IN OA 5212 AT 2303 HOURS. ALL OUR STATIONS GAVE VERY GOOD TRACKS. H 880 PASSED THROUGH OUR SECTOR ON THE SOUTH BOUND FLIGHT HITTING THE EXTREME NORTH EASTERN CORNER OF THE SECTOR AND LIKEWISE ON THE NORTH BOUND FLIGHT.

GEORGE P. WILLIAMS
1ST LT., SIGNAL CORPS
DUTY FILTER OFFICER.

83/667

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-JWR/KM

APO 650, US ARMY,
1 MARCH 1945.

SUBJECT: REPORT OF HOSTILE ACTIVITY.

TO : ALL CONCERNED.

1. HOSTILE APPEARED AT 2007 HOURS, 28 FEBRUARY 1945, ONE AIRCRAFT, FLYING EAST IN OA3651. WHITE SECTOR WAS NOT PLOTTING ON THE TRACK SO OUR TRACK NUMBER WAS USED WITH THEIR IDENTIFICATION: X-380. ALTITUDE WAS 15,000 ON FIRST PLOT; CHANGED TO 25,000 ON NEXT PLOT. HOSTILE TURNED SOUTH IN OB0217 AT 2018 HOURS. IDENTIFICATION CHANGED TO P-380 BY WHITE SECTOR AT 2021 HOURS. TRACK CONTINUED SOUTH AND MADE X-380 AND SUBSEQUENTLY H-380 BY 336 WING WHEN IT ENTERED THEIR AREA. TRACK TRACED BY INTER-FILTER NET OVER NAPLES AND RETURNED NORTH. SAME TRACK NUMBER USED WHEN HOSTILE APPEARED GOING NORTH IN OG SQUARE. CONTINUED NORTH AND NORTH-WEST FROM FLORENCE AND FADED FROM BOARD IN OA5023.

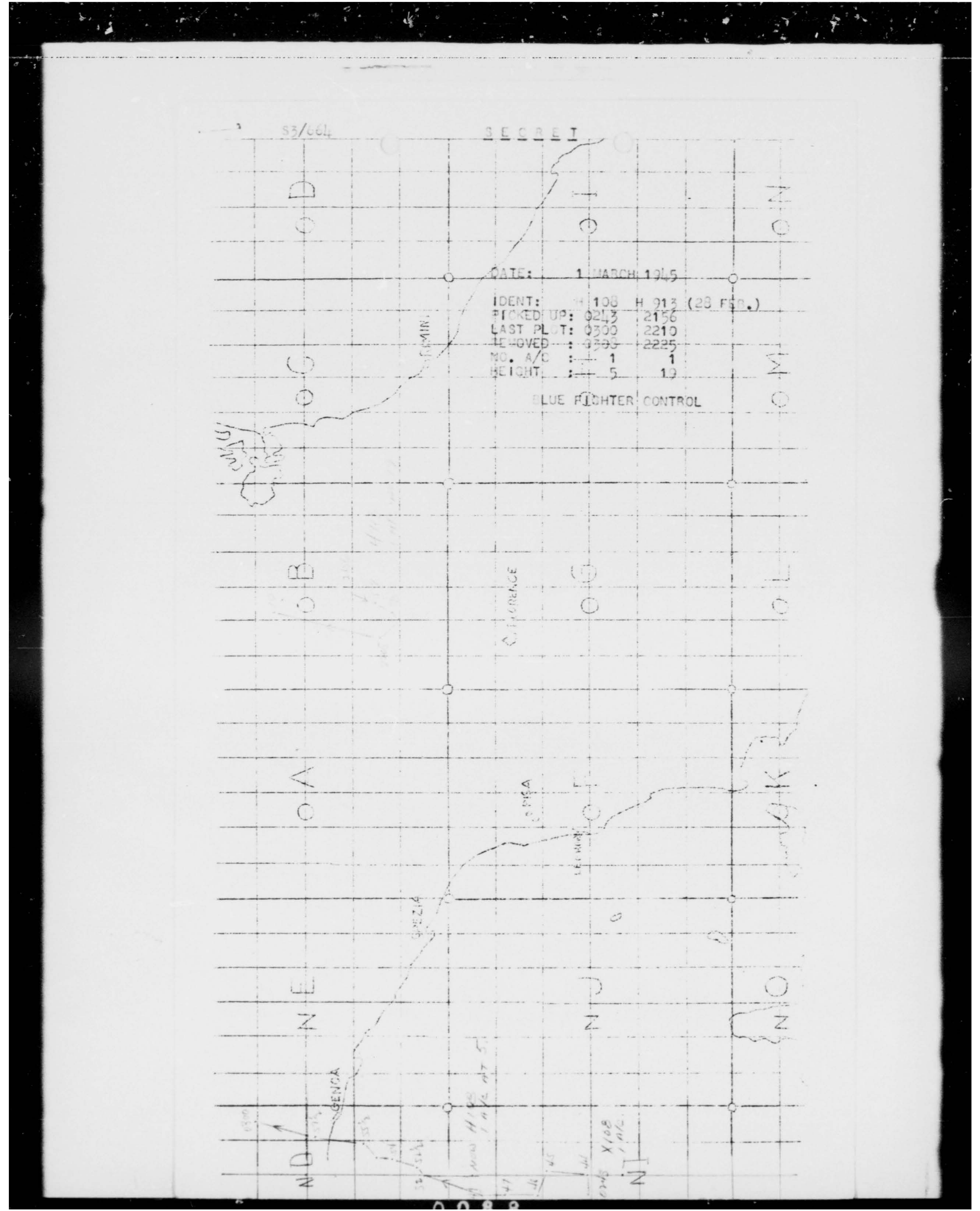
J. W. RAY,
1ST LT., A.C.,
DUTY MLO.

83/666

S E C R E T

0083

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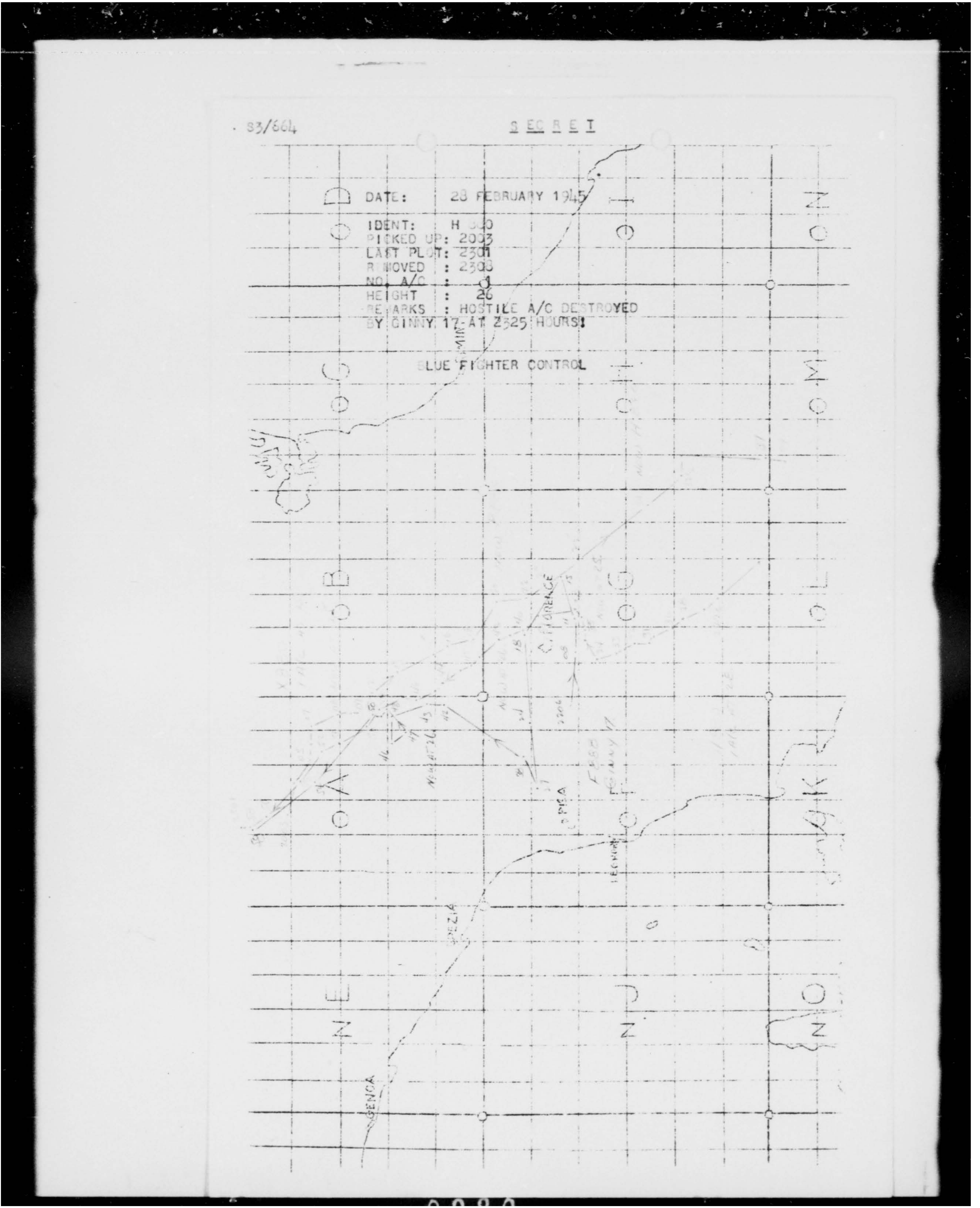
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BLUE FIGHTER CONTROL

FILTER ROOM RECORDING SHEET

TELLER: Fisher FILTER OFFICER: Lt. Hardie. DATE: 1 March.
RECORDER: Barker FILTERER: Dalhuis PAGE: 1

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
0243	E.	N13135	X108	1				338 Wing.
44	NE	N13140	X108	1				
45	NE	N13941	X108	1				
46	NW	NI 4335	X108	1				
47	N	NI 4835	X108	1				
48	N	NI 5135	X108	1	5		now	H108.
49	N	NI 5335	H108	1	5			
52	N	ND 0540	H108	1	5			
53½	NE	ND 0742	H108	1	5			
54	N	ND 1244	H108	1	5			
54½	N	ND 1545	H108	1	5			
55½	NE	ND 1849	H108	1	5			
57½	NE	ND 2851	H108	1	5			
0300	N	ND 4055	H108	1	5			
08			H108	Removed.				
						28	Feb.	
2156	S	OB 3025	H913	1	18			White Sector
57	SW	OB 1525	H913	1	18			
58	SW	OB 1222	H913	1	19			
58½	SW	OB 1020	H913	1	19			
2205	NW	OB 1415	H913	1	19			
10	N	OB 3722	H913	1	19			
25			H913	Removed.				


83/664
SECRET
DATE: 28 FEBRUARY 1945
IDENT: H
PICKED UP: 2003
LAST PLOT: 2301
REMOVED : 2308
NO. A/C : 1
HEIGHT : 26
REMARKS : HOSTILE A/C DESTROYED
BY GINNY 17 AT 2325 HOURS!
BLUE FIGHTER CONTROL
FLORENCE
PISA
SPEZIA
GENOA
LEGHORN

BLUE FIGHTER CONTROL

FILTER ROOM RECORDING SHEET

TELLER: Gisky FILTER OFFICER: Lt Williams DATE: 28 Feb. 1945
RECORDER: Barker FILTERER: Pfc Gooby PAGE: 1

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
2003	E	OH4136	880	1				346 NR
04	SE	OH2934	880	1	15			
05	SE	OH3741	880	1	15			
06	SE	OH3646	880	1	15			
07	E	OH3651	X880	1	15			
08	SE	OH3154	X880	1	25			
09	S	OH2755	X880	1	25			
11	S	OB2555	X880	1	25			"plot cancelled"
12	SE	OB2301	X880	1	25			
13	SE	OB1808	X880	1	25			
15	SE	OB1012	X880	1	25			
16	SE	OB0714	X880	1	25			
18	S	OB0217	X880	1	25			
20	SE	OG5728	X880	1	25			
21		new	P880					
22	SE	OG5129	P880	1	25			
23	SE	OG4732	P880	1	25			
25	SE	OG4040	P880	1	25			
31		new	X880	By 338 Wing at OG2655				
32		new	H880					
32½	SE	OH1503	H880	1	25			
36	SE	OH0510	H880	1	25			
37	SE	OH0009	H880	1	25			
39	S	OM5708	H880	1	25			
52	SE	OM1922	H880	1	25			
2226	NW	OG1129	H880	1	28			338
28	NW	OG1228	H880	1	28			
28	NW	OG1425	H880	1	28			
29	NW	OG1822	H880	1	28			
30	NW	OG2020	H880	1	28			
31	NW	OG2417	H880	1	28			

BLUE FIGHTER CONTROL

FILTER ROOM RECORDING SHEET

TELLER: Burkhart FILTER OFFICER: Lt Williams DATE: 2
RECORDER: Olson FILTERER: T/5 Gruner PAGE: 28 Feb. 1945

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
2231	NW	0G2516	H880	1	28			
32	NW	0G2815	H880	1	28			
33	NW	0G3013	H880	1	28			
			F187	1	29	C6		
33	NW	0G3212	H880	1				
34	N	0G3611	H880	1				
34	NE	0G3517	H880	1	30			
35	E	0G3819	H880	1	25			
36	NE	0G3932	H880	1	25			
38	NE	0G4125	H880	1	25			
39	N	0G4823	H880	1	25			
40	NW	0G5219	H880	1	25			
40	N	0G5418	H880	1	25			
41	NW	0G5517	H880	1	26			
42	N	0G5717	H880	1	26			
42	NW	0B0211	H880	1	26			
43	NW	0B0309	H880	1	26			
44	NW	0B0408	F187	1	27	C6		
44	NW	0H1655	H880	1	26			
44	NW	0B0803	H880	1	26			
			F187	1	27	C6		
45	NW	0B1001	H880	1	26			
			F187	1	27	C6		
46	NW	0H1459	H880	1	26			
			F187	1	27	C6		
47	N	0B1700	H880	1	26			
49	NW	0H2356	H880	1	26			
50	NW	0H2451	H880	1	26			
51	NW	0H3047	H880	1	26			
52	NW	0H3443	H880	1	26			
53	NW	0H3836	H880	1	26			

BLUE FIGHTER CONTROL

FILTER ROOM RECORDING SHEET

TELLER: Burkhart FILTER OFFICER: Lt Williams DATE: 28 Feb. 1945
RECORDER: Olsen FILTERER: T/5 Gerner PAGE: 3

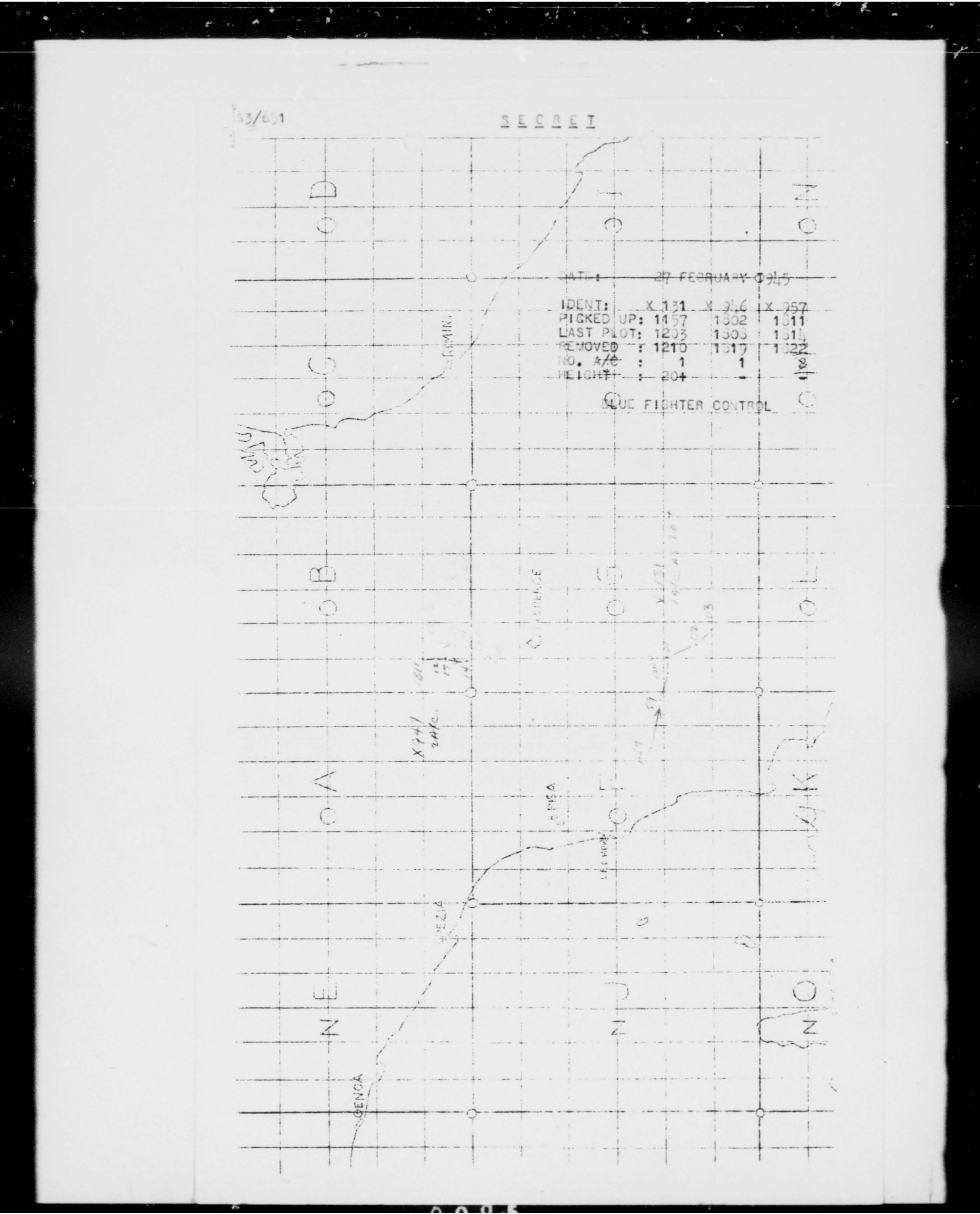
TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
2255	NW	OH 3934	H880	1	26			
56	NW	OH 4525	H880	1	26			
57	NW	OH 4624	H880	1	26			
58	NW	OH 4922	H880	1	26			
			F888	1	26			
2301	NW	OH 5111	H880	1	26			
08			H880	removed				

BLUE FIGHTER CONTROL

FILTER ROOM RECORDING SHEET

TELLER: Burkhart FILTER OFFICER: Lt. Williams DATE: 1 28 Feb. 1945
RECORDER: [illegible] FILTERER: T/c Gurney PAGE:

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
2206	E	OFH258	F888	1	10	C6		
08	E	OGH113	F888	1	10	C6		
11	E	OGH122	F888	1	10	C6		
15	NE	OGH435	F888	1		C6		
18	NW	OG5315	F888	1		C6		
24	W	OF5052	F888	1	15	C6		
27	W	OFH833	F888	1	15	C6		
38	NE	OF5242	F888	1	15	C6		
42	NE	OH0856	F888	1		C6		
43	NE	OH1258	F888	1	18	C6		
45	NW	OH1953	F888	1	26	C6		
46	W	OH1946	F888	1	26	C6		
47	E	OH1749	F888	1	26	C6		
48	NE	OH2056	F888	1	26	C6		
49	N	OH2154	F888	1	26	C6		
50	NW	OH2354	F888	1	26	C6		
52	NW	OH3243	F888	1	26	C6		
54	NW	OH3635	F888	1	26	C6		
56	O	OB0410	F888	1	26	C6		
58	NW	OH4922	F888	1	26			
			H880	1	26			



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BLUE FIGHTER CONTROL

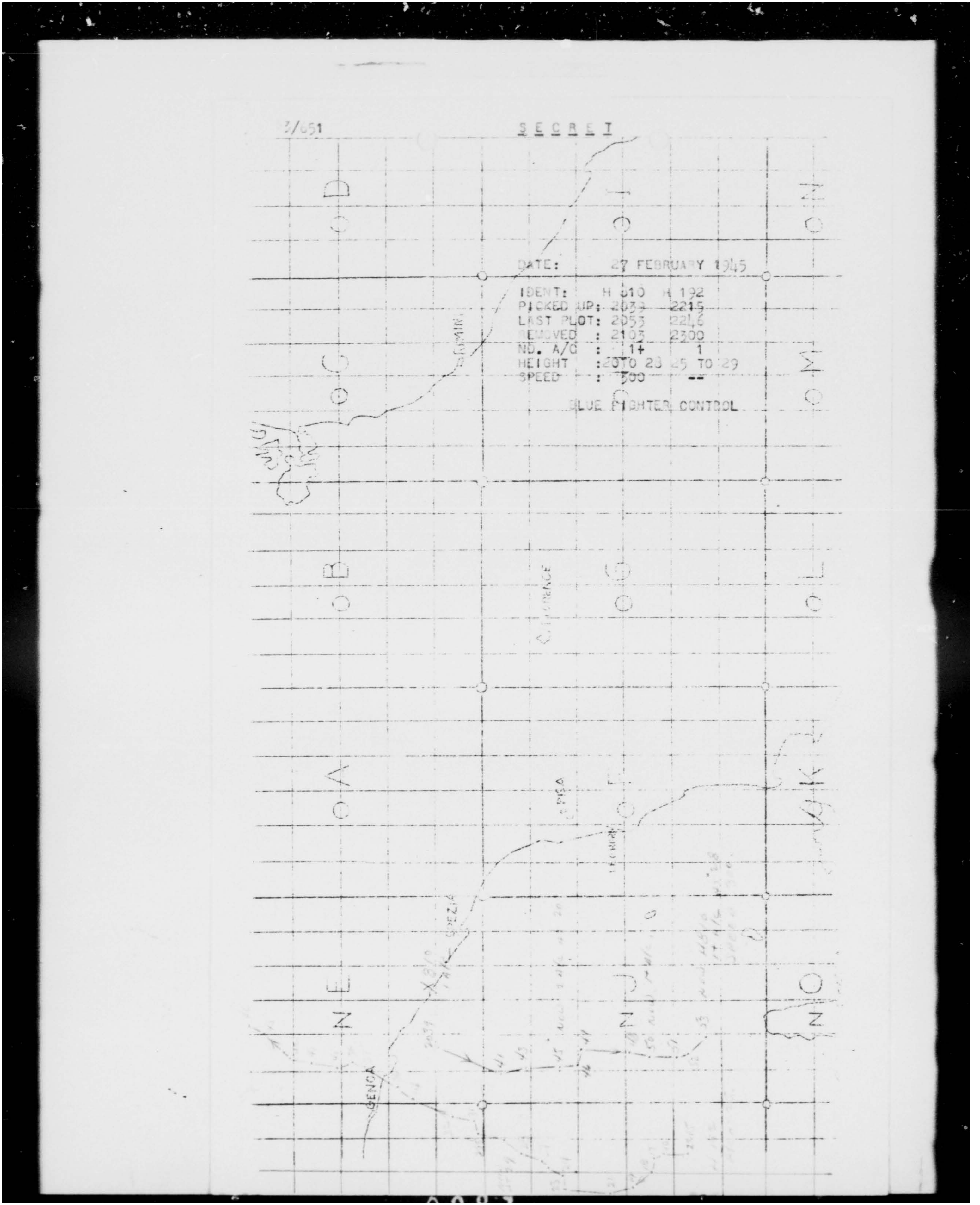
FILTER ROOM RECORDING SHEET

TELLER: Kaykoph FILTER OFFICER: Lt. Hardie DATE: 27 FEB.
RECORDER: Barker FILTERER: Darris PAGE:

TIME	DIR	GRID REF	IDENT	A/C	HT	IFF	SPEED	REMARKS
1157	N	OF 2313	X131	1	20			
59	E	OF 2158	X131	1	20+			
1200	SE	OG1805	X131	1	20+			
01	E	OG1910	X131	1	20+			
02	S	OG1313	X131	1	20+			
03	SE	OG 1017	X131	1	20+			
10			X131	Removed.				
02	S	OB 0315	X946	1				White Sector
1803	SW	OB 0414	X946	1				
04	SW	OB 0213	X946	1				
05	SW	OG 5812	X946	1				
08	SW	OG 5509	X946	1				
19			X946	Removed.				
1811	S	OB 1010	X957	2				White Sector
12	S	OB 0710	X957	2				
13	S	OB 0510	X957	2				
14	S	OB 0109	X957	2				
22			X957	Removed.				

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BLUE FIGHTER CONTROL

FILTER ROOM RECORDING SHEET

TELLER: Cohen FILTER OFFICER: Lt. Hardie DATE: 27 Feb
RECORDER: Barker FILTERER: T/S. Gates PAGE: 41

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
2039	SW	NE 0916	810	1				338 Wing.
40½			Now	X 810.				
41	S	NJ 5609	X810	1				
43	S	NJ 5111	X810	1	24			
45	S	NJ 4411	X810	2	20			
46	S	NJ 4012	X810	2	20			
47	E	NJ 3916	X810	2	20			
48	S	NJ 2915	X810	2	20			
50	S	NJ 2513	X810	17	20			
51	S	NJ 1913	X810	17	20		300	
52	SE	NJ 1714	X810	17	20		300	
53	SE	NJ 1319	X810	17	28		300	
2102			X810	Removed.				
03			X810	now	H810.			
2215	N	NI 1745	H192	1	25			2116
16	N	NI 2245	H192	1	25			
17	N	NI 2443	H192	1	25			
18	NW	NI 2440	H192	1	25			
19	NW	NI 2836	H192	1	26			
21	NW	NI 3433	H192	1	28			
21½	NW	NI 3831	H192	1	28			
23	NE	NI 4336	H192	1	30			
24	NE	NI 4339	H192	1	30			
26	NE	NI 4741	H192	1	30			
27	NE	NI 4743	H192	1	30			
28	NE	NI 5245	H192	1	29			
28½	NE	NI 5649	H192	1	29			
29½	NE	ND 0151	H192	1	29			
31	NE	ND 0255	H192	1	29			
32	N	ND 0656	H192	1	29			
33	N	NE 1000	H192	1	29			

BLUE FIGHTER CONTROL

FILTER ROOM RECORDING SHEET

TELLER: FILTER OFFICER: DATE:
RECORDER: FILTERER: PAGE:

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
2234	N	NE 1502	H192	1	29			
36	NE	NE 1805	H192	1	29			
37	NE	NE 2511	H192	1	29			
38	N	NE 2712	H192	1	29			
39	NW	NE 3010	H192	1	29			
40	N	NE 3111	H192	1	29			
41	N	NE 3612	H192	1	29			
42	NE	NE 4113	H192	1	29			
43	NE	NE 4215	H192	1	29			
45	NE	NE 4620	H192	1	29			
46	NE	NE 4822	H192	1	29			
2300			H192	REMOVED.				

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S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-AE/ASA

APO 650, U.S. ARMY,
25 FEBRUARY 1945.

SUBJECT: REPORT ON HOSTILE ACTIVITY.

TO : ALL CONCERNED.

1. 336 WING CONTROLLER RECEIVED MESSAGE THAT FLARES WERE DROPPED OVER NAPLES AT 0107. AGREED TO GET AN A/C UP TO 25,000 FEET NOW AND IN POSITION IN ORDER TO WAIT FOR A/C AS IT CAME FROM THE SOUTH. WE WERE ALSO GETTING A H-974 ON INTERFILTER NET COMING FROM ANCONA AREA. SHORTLY AFTER F/D 40 WAS A/B ON SCRAMBLE BY "BACON" (SCRAMBLE 0115; A/B 0122), "COOLER" ASKED FOR "40" AS H-974 HAD HEADED WEST. THEN ORDERED GINNY 17 OFF AT 0133 AND HE WAS A/B AT 0142. HAD HIM CLIMB OVER LAND AS "EXCISE" BEGINNING TO GET H-415 COMING FROM SOUTH. "NEVER" TOOK OVER GINNY 17 AND WHEN HE WAS DUE EAST OF LEGHORN ABOUT 40 MILES, H-415 CAME UP IN GG JUST EAST OF GINNY 17. "NEVER" HAD HIM QUICKLY ON TAIL OF H-415 AND SOON HAD RANGE 8 MILES. WHITE CALLED AT THIS TIME TO SAY F/D 40 WAS IN POSITION AND READY BUT THEY DECIDED TO SEND F/D 40 TO BASE WHEN INFORMATION OF RANGE AND LEVEL AT SAME ANGELS. F/D 40 HAD GIVEN UP HIS CHASE OF H-974 IN AREA OF OA-0020 BECAUSE NEITHER "HUMBLER" NOR "ACKBRIDGE" WERE ABLE TO TAKE OVER CHASE AT THE TIME. GINNY 17 THEN CONTINUED HIS CHASE UNTIL H-415 ENTERED "NEVER" P.E. AREA. "17" WAS TURNED OVER IMMEDIATELY ON "F" TO "HUMBLER". LATTER UNABLE TO HELP AT MOMENT; "17" MUST HAVE GOTTEN ANXIOUS AND CALLED ON "C" TO "COOLER" FOR HELP. "COUNTERPOINT" AND "CANINE" ASSISTED A WHILE LONGER AND RANGE CLOSED TO LESS THAN 3 MILES AT A GROUND SPEED OF 400 MPH. GINNY 17 OBTAINED A GOOD CONTACT AT ANGELS 29 AT RANGE OF 9000 FT. AND CLOSED TO 6000 FT. THE A.I. WENT U/S AT THAT MOMENT AND WHEN IT CAME BACK ON THERE WAS NO CONTACT. "COOLER" TOLD "17" TO RETURN ON S.E. VECTOR; COULD NOT HELP FURTHER. "BACON" INTERRUPTED AND GAVE "17" A 300 DEGREE AND FOLLOWED BY A 20 DEGREE STARBOARD. GINNY 17 HAD CONTACT AGAIN AND HELD IT FOR ONE MINUTE, WHEN SET WENT OUT AGAIN. NO FURTHER LUCK, SO I HAD HIM RETURN TO BASE. HOSTILE REMOVED AT 0229. BOTH A/C GOT IN TO BASE O.K. AFTER BEING LET DOWN OVER SEA.

A. ELLENBOGEN,
CAPT., A.C.,
DUTY CONTROLLER.

83/615

SECRET

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-OMY/ASA

APO 650, U.S. ARMY,
25 FEBRUARY 1945.

SUBJECT: REPORT ON HOSTILE ACTIVITY, 24/25 FEBRUARY.

TO : ALL CONCERNED.

1. HOSTILE TRACK 974 WAS IDENTIFIED BY WHITE SECTOR, AND HOSTILE TRACK 415 WAS IDENTIFIED BY NAPLES SECTOR. X-RAY 810 WHICH STARTED IN OA-1923 AND TRAVELLED SOUTH AT ANGELS 25,000' COULD HAVE BEEN THE SAME AIRCRAFT THAT CAME NORTH AS TRACK 415.

ORVILLE M. YOUNG,
1ST LT., A.C.,
DUTY M.L.O.

S3/616

SECRET

SECRET

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-PES/JRT

APO 650, U.S. ARMY
25 FEBRUARY 1945

SUBJECT: HOSTILE ACTIVITY, NIGHT OF 24-25 FEBRUARY 1945.

TO : ALL CONCERNED.

1. AT 0035 HOURS ON 25 FEBRUARY 1945, U.S. 2115 REPORTED ONE AIRCRAFT COMING SOUTH AT OA 3205 NOT SHOWING IFF. IT WAS MADE X810 WITH A HEIGHT OF 25,000 FT. U.S. 2114 AND U.S. 2117 ALSO PLOTTED ON TRACK UNTIL IT ENTERED OF ABOUT 5023. IT CONTINUED SOUTH TO OF 3222 WITH THE 527 STATIONS TEMPORARILY FAILING TO GIVE PLOTS ALTHOUGH WHITE SECTOR'S M.E.W. DID. AT THIS POINT IT TURNED SOUTH EAST TO ABOUT OG 1220 WHERE U.S. 2115, U.S. 120 AND U.S. 2114 AGAIN PLOTTED ON TRACK BUT ONLY BRIEFLY EXCEPT US. 2115 WHICH TOOK IT TO OL 1219. ALL PLOTS BEYOND OUR AREA WERE PASSED TO 330 WING WHO WERE UNABLE TO DETECT THE AIRCRAFT. FOR THIS REASON HEIGHT OF 24 HAD BEEN REMOVED AT OF 5944 SINCE 330 WING FILTER OFFICER CLAIMED AT 2[illegible],000 FT THEIR M.R.U. STATION WOULD DETECT IT. THIS TRACK WAS REMOVED FROM OUR BOARD AT POSITION OG 0903.

2. AT 0104 HOURS INTER FILTER REPORTED H 415 ONE A/C IN OX 5557. THE TIME JUST ABOUT ONE HOUR AFTER ABOVE INDICATED THIS COULD HAVE BEEN OUR X 810. ALL INTER FILTER PLOTS WERE RECORDED NORTH THRU OS TO ON THEN NORTH WEST THRU OM AND OH UNTIL IT ENTERED OUR SECTOR OPS BOARD AT OG 3125. U.S. 2115, 2114, 2117 AND 1015 GAVE PLOTS ON THIS H 415 UNTIL IT REACHED NE 3815. THROUGHOUT ALL HEIGHTS WERE ABOVE 20, NOT ONLY ON THE BASIS OF THIS BUT OTHER SECTORS.

3. A COMPLETE REPORT OF PLOTS FROM ALL SECTOR ON EITHER X 810 OR H 415 WOULD INDICATE THEY WERE THE SAME. BASING THIS ON, THE INTER FILTER PLOTS RECEIVED BY THIS SECTOR ALONE AND WE DID NOT RECEIVE THEM ALL.

4. A SIMILAR TRACK WAS X 974 ONE A/C AT 24 REPORTED BY WHITE SECTOR AT 0012 HOURS IN OB GOING SOUTH EAST AT 1535. THIS WAS AT 0050 HOURS. IT WAS TRACKED ONLY TO OC 0012 WHERE WHITE SECTOR REPORTED IT FADED. BUT ANCONA SECTOR REPORTS H 277 GOING NORTH WEST IN OH 4901 ONE A/C AT 25. THIS IS MENTIONED AS THIS SECTOR AND WHITE SECTOR PLOTTED ON H 277, BUT WHITE SECTOR CALLED IT H 974 AND CORRECTLY SINCE INTER FILTER PLOTS INDICATED THEY WERE THE SAME. H 974 WAS TRACKED BY WHITE SECTOR AND OUR STATIONS FROM ABOUT 4635 IN OG NORTH WEST TO NE 3244.

83/617

SECRET

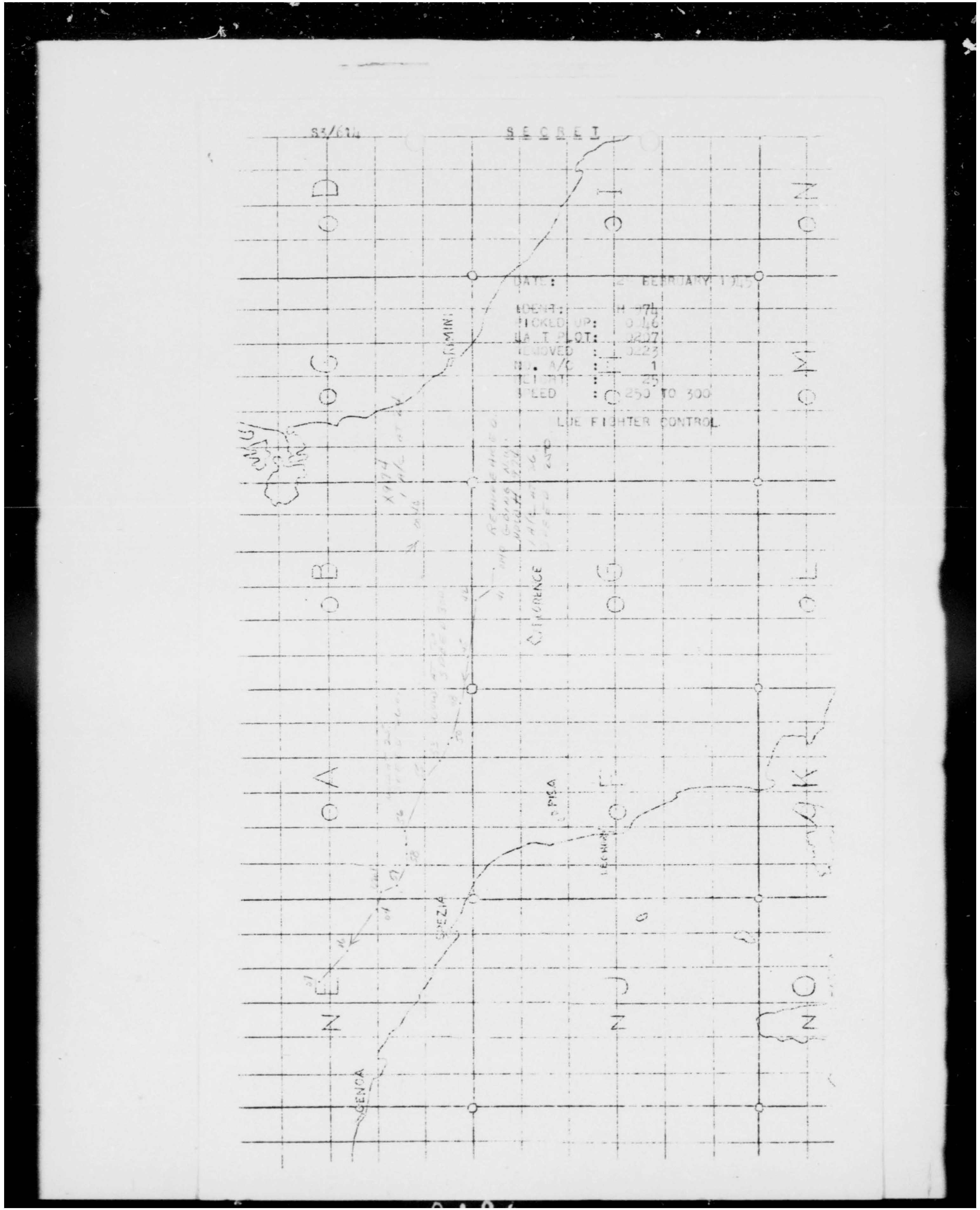
5. THAT H 815 WAS A CONTINUATION OF X 810 AND H 277 AND H 974 IS BASED ENTIRELY ON INTER FILTER PLOTS WHICH WERE OF GREAT ASSISTANCE IN PINPOINTING THE RADAR STATIONS.

6. THESE TWO OR FOUR TRACKS WERE AT 25,000 FT. OR MORE MOST OF THE TIME EXCEPT X 810 DID APPEAR TO DROP PASSING LEGHORN AND THIS IS BASED ON THE FACT THAT THE G.C.I.'S FAILED TO DETECT IT EXCEPT AT THE NORTH AND SOUTH EAST EXTEMES OF THE GRID OF.

PAUL C. SCHANTZ.
1ST LT., SIGNAL CORPS
SENIOR FILTER OFFICER.

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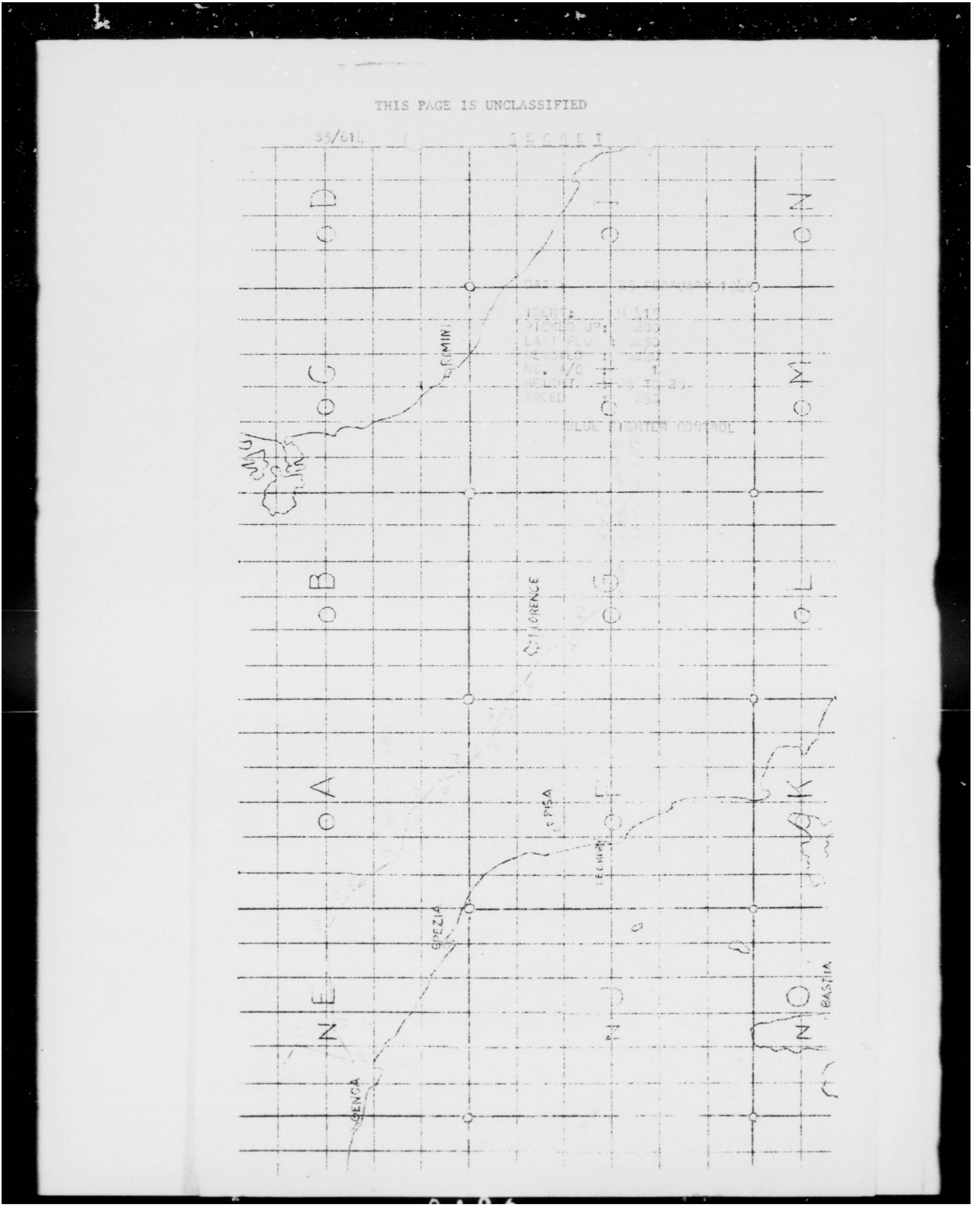
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BLUE FIGHTER CONTROL

FILTER ROOM RECORDING SHEET

TELLER: Kinkopf FILTER OFFICER: Lt. Schantz DATE: 25/Feb/45
RECORDER: Brunk FILTERER: P.E. King PAGE: 3

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
0046	SE	OB1242	X974	1	24	by white		MR. PAGE-4
50			"	Removed by white				white sector
0140	NW	OG.5635	H974	1	26	(PAGE 5)		unplaced.
41	NW	OG.5730	"	1	"			white
42	NW	OG5926	"	1	"		250	-2120-2116 white
45	NW	OB0110	"	1	"		"	" " "
47	W	OB0100	"	1	"		"	2116
48	NW	OA0356	"	1	20			" PAGE-6
50	NW	OA0447	"	1	"			" -2117
51	NW	OA0544	"	1	"		300	2116
53	NW	OA0739	"	1	"		"	2117
55	NW	OA1033	"	1	"		"	
56	NW	OA1419	"	1	25		"	2120
58	W	OA1415	"	1	"		"	"
58	W	OA1413	"	1	"		"	"
58	W	OA1410	"	1	"		"	2114-2116-2120
59	NW	OA1704	"	1	"		260	" - " - "
0201	NW	OA1902	"	1	"		"	" - "
04	W	NE2057	"	1	"		"	
06	NW	NE2745	"	1	"			2114
07	NW	NE3336	"	1	"			" -2116
23		H974 Removed.						PAGE 8-



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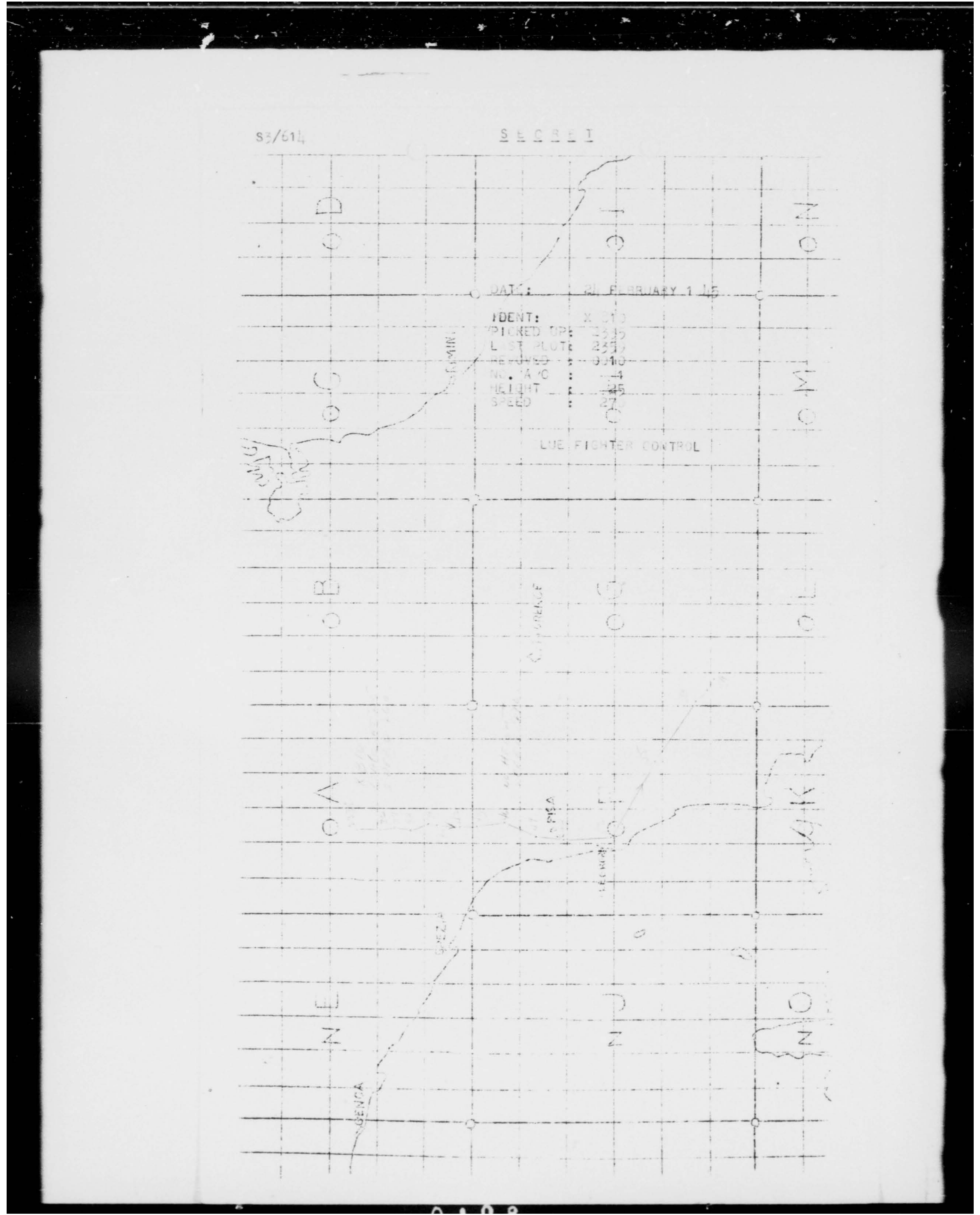
-H-415-

BLUE FIGHTER CONTROL

FILTER ROOM RECORDING SHEET

TELLER: Fontenot FILTER OFFICER: Lt Schantz DATE: 25/2/45
RECORDER: Kinkopler FILTERER: King PAGE: 6

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
02:00	NW	0G3030	H415	1				U.R. White
03	NW	0G3720	"	1	25			2116 "
04	NW	0G3817	"	1	25			" 2114
04	NW	0G4215	"	1	25		250	" "
05	NW	0G4513	"	1	25		"	
06	NW	0G4903	"	1	25		"	PAGE-7
06	NW	0G5200	"	1	25		"	2114-2116
08	NW	0F5757	"	1	25		"	" "
09	NW	0F5453	"	1	"		"	" "
11	NW	0F5647	"	1	"		"	"
14	NW	0A0239	"	1	"		"	378
16	NW	0A0637	"	1	"		"	2117-1026
17	NW	0A1030	"	1	"		"	" "
18	NW	0A1327	"	1	"		"	" "
18	W	0A1322	"	1	"		"	" "
19	NW	0A1417	"	1	28		"	" "
19	NW	0A1714	"	1	"		"	" "
19	NW	0A2110	"	1	"		"	" " 2120
20	NW	0A2405	"	1	"		"	" " "
22	NW	0A2701	"	1	"		"	" " " PAGE-8
24	NW	NE3057	"	1	"		200	" " "
27	W	NE2824	"	1	"		250	" " "
28	NW	NE2416	"	1	"		"	
29	NE	NE3620	"	1	"		"	
30	NW	NE3815	"	1	"		Spud Removed	



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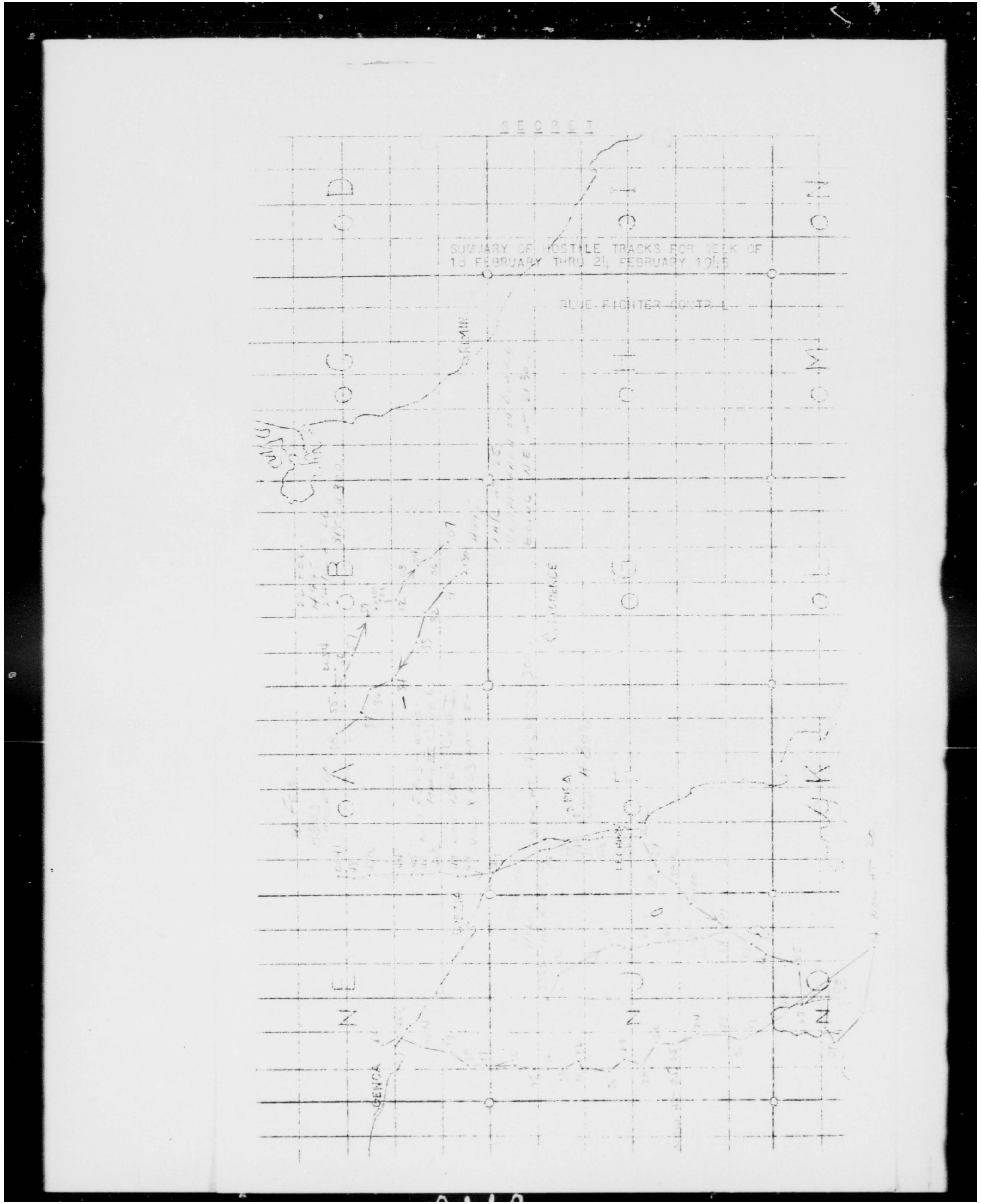
X 810

BLUE FIGHTER CONTROL

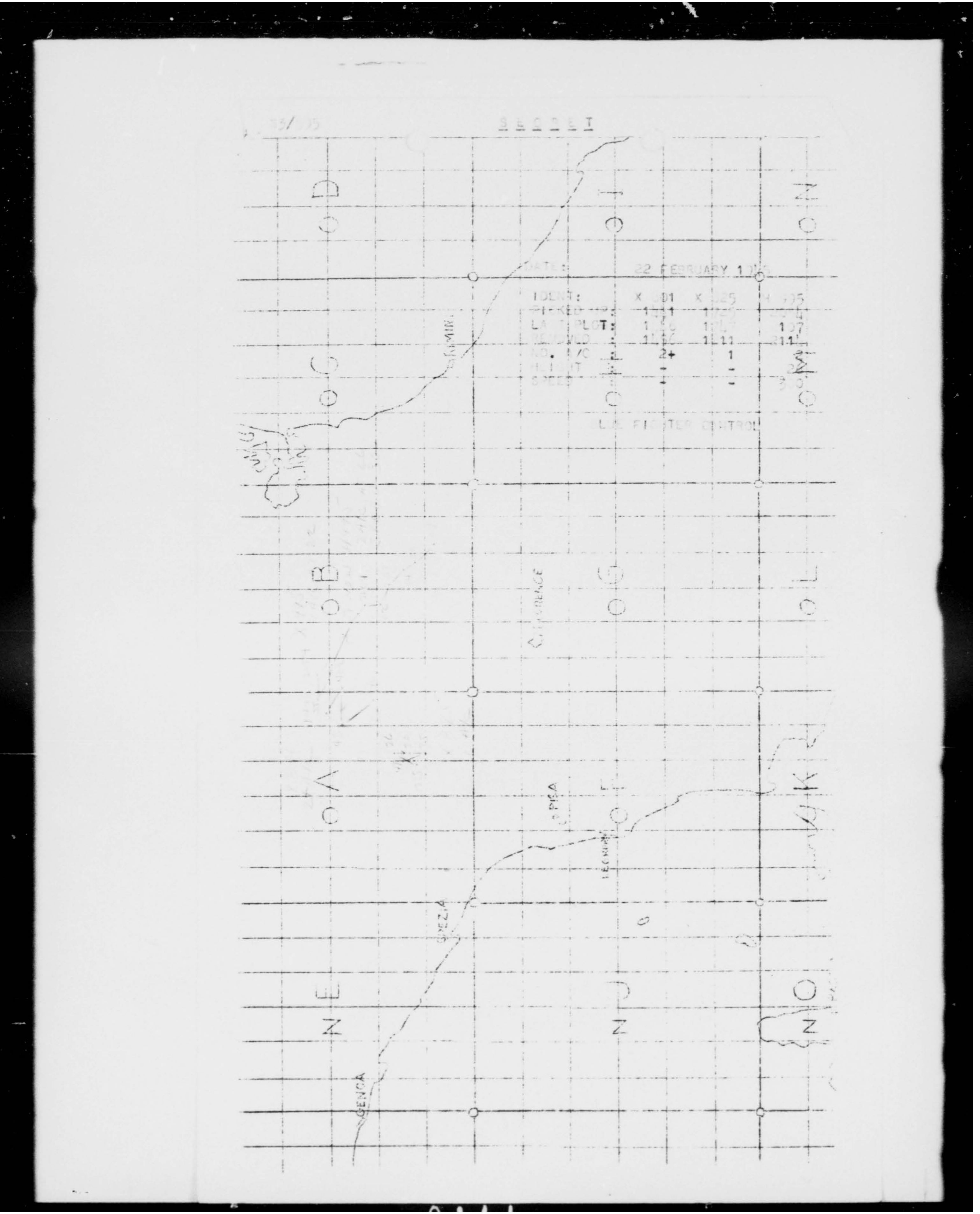
FILTER ROOM RECORDING SHEET

TELLER: Kinkopf | FILTER OFFICER: Schantz | DATE: 24 Feb 45
RECORDER: Brandt | FILTERER: PFC. King | PAGE: 54-

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
2335	SW	0A2423	X810	1	25			N.R.
36	S	0A1923	"	1	25			2116-2120-2115 PAGE 55
37	S	0A1624	"	1	25		260	2116-2120-2115
38	S	0A1323	"	1	25		"	" " "
39	S	0A0925	"	1	25		290	" " 2114
40	S	0A0725	"	1	25		"	" " "
42	S	0A0324	"	1	25		"	" " -2115
43	S	0F5924	"	1	25		270	" -2114
46	S	0F5426	"	1			"	"
47	SW	0F4722	"	1			"	"
48	S	0F4121	"	1			"	White- "
52	SE	0F3132	"	1			Plotted by white	
55	SE	0F2243	"	1				White
58	SE	0G1301	"	1				2116-2120-2114-2117 WHITE-PAGE 56
58½	SE	0G1104	"	1				2116
59	SE	0G0907	"	1				"



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BLUE FIGHTER CONTROL

FILTER ROOM RECORDING SHEET

TELLER: FILTER OFFICER: DATE: 22 FEB.
RECORDER: FILTERER: PAGE:

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
1441	E	0A3153	801	2+				
41½	SE	0B2801	X801	2+				
43	W	0A2850	X801	2+				
46	SE	0A2158	X801	2+				
56			X801	REMOVED				
1725	O	0A1239	X825	2				
26	N	0A1242	X825	3+				
30	S	0A1342	X825	1				
34	O	0A1442	X825	1				
35	SW	0A1042	X825	1				
47	O	0A1440	X825	1				
~~49~~	~~W~~	~~0B1843~~						
1811			X825	REMOVED				
2054	W	0B3305	X995	1	22			
55	W	0A3358	X995	1	22			
56		0B3003	X995	1	22			
57	SE	0B2819	X995	1	24			
57			X995	NOW	H995.			
59	SE	0B2520	H995	2	26		300	
2100	SE	0B2422	H995	2	26		300	
01	SE	0B2325	H995	2	26			
02	SE	0B1925	H995	2	26			
03	SE	0B1831	H995	2	26			
04	SE	0B1435	H995	2	26		300	
06	SE	0B1238	H995	2	26			
07	SE	0B0842	H995	2	26			
14			H995	REMOVED				

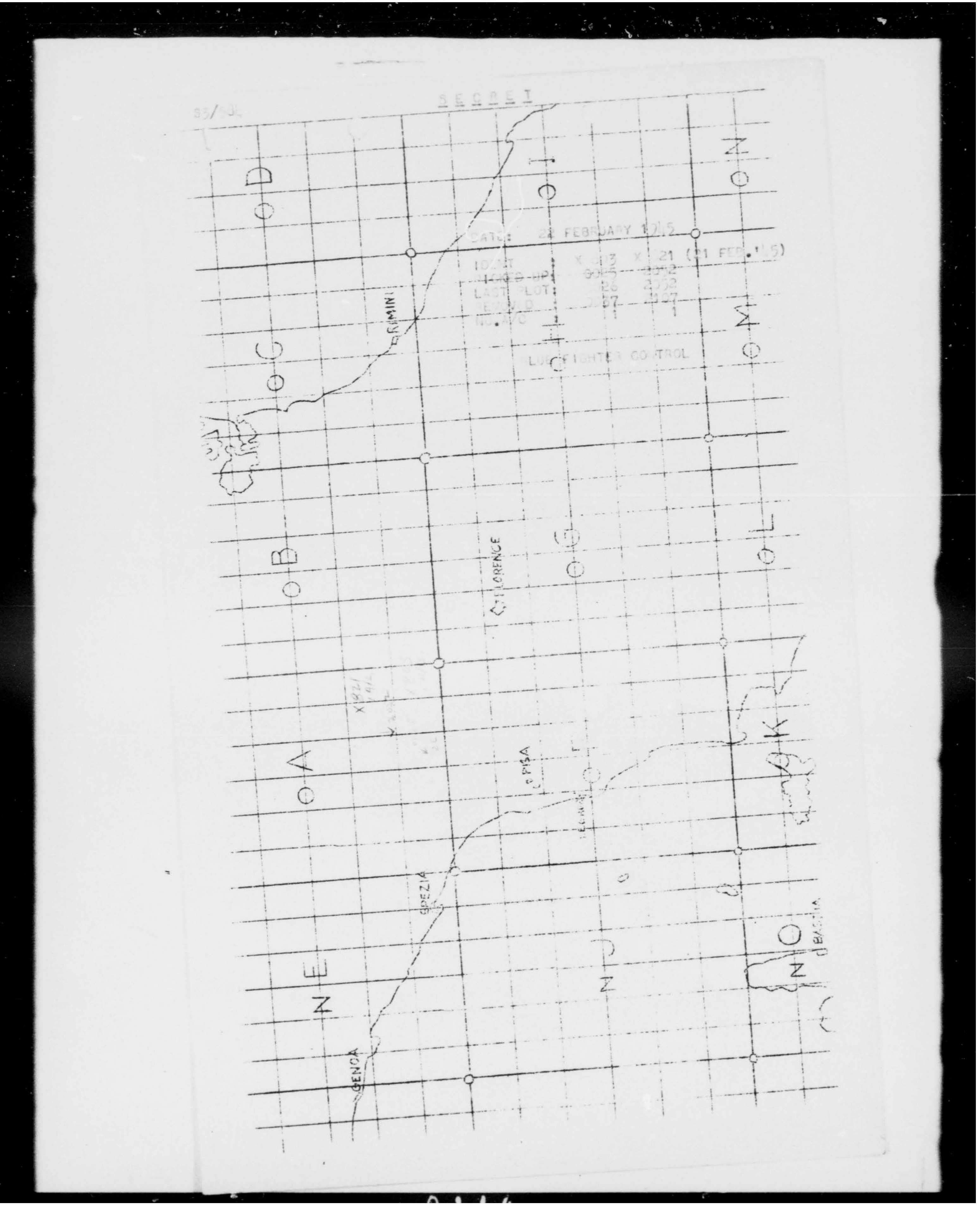
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BLUE FIGHTER CONTROL

FILTER ROOM RECORDING SHEET

TELLER: FILTER OFFICER: DATE: 22 FEB.
RECORDER: FILTERER: PAGE:

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
2130	NW	OB0732	H995	1	25			
31	NW	OB0979	H995	1	25			
32	NW	OB1321	H995	1	25			
33	NW	OB1513	H995	1	22			
34	NW	OB2001	H995	1	22			
36	NW	OA2459	H995	1	22			
37	NW	OA2752	H995	1	22		300	
38	NW	OA3246	H995	1	26		300	



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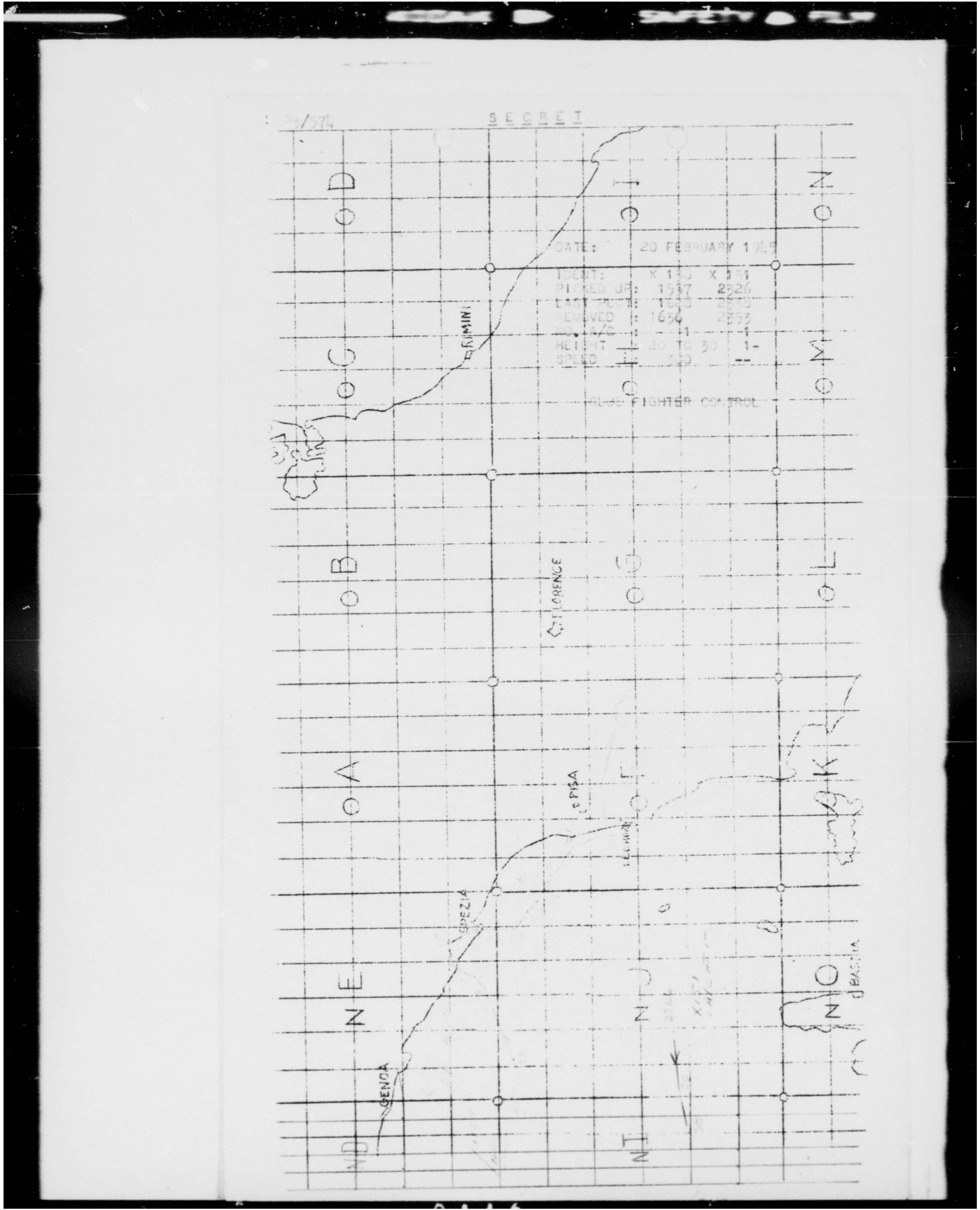
BLUE FIGHTER CONTROL

FILTER ROOM RECORDING SHEET

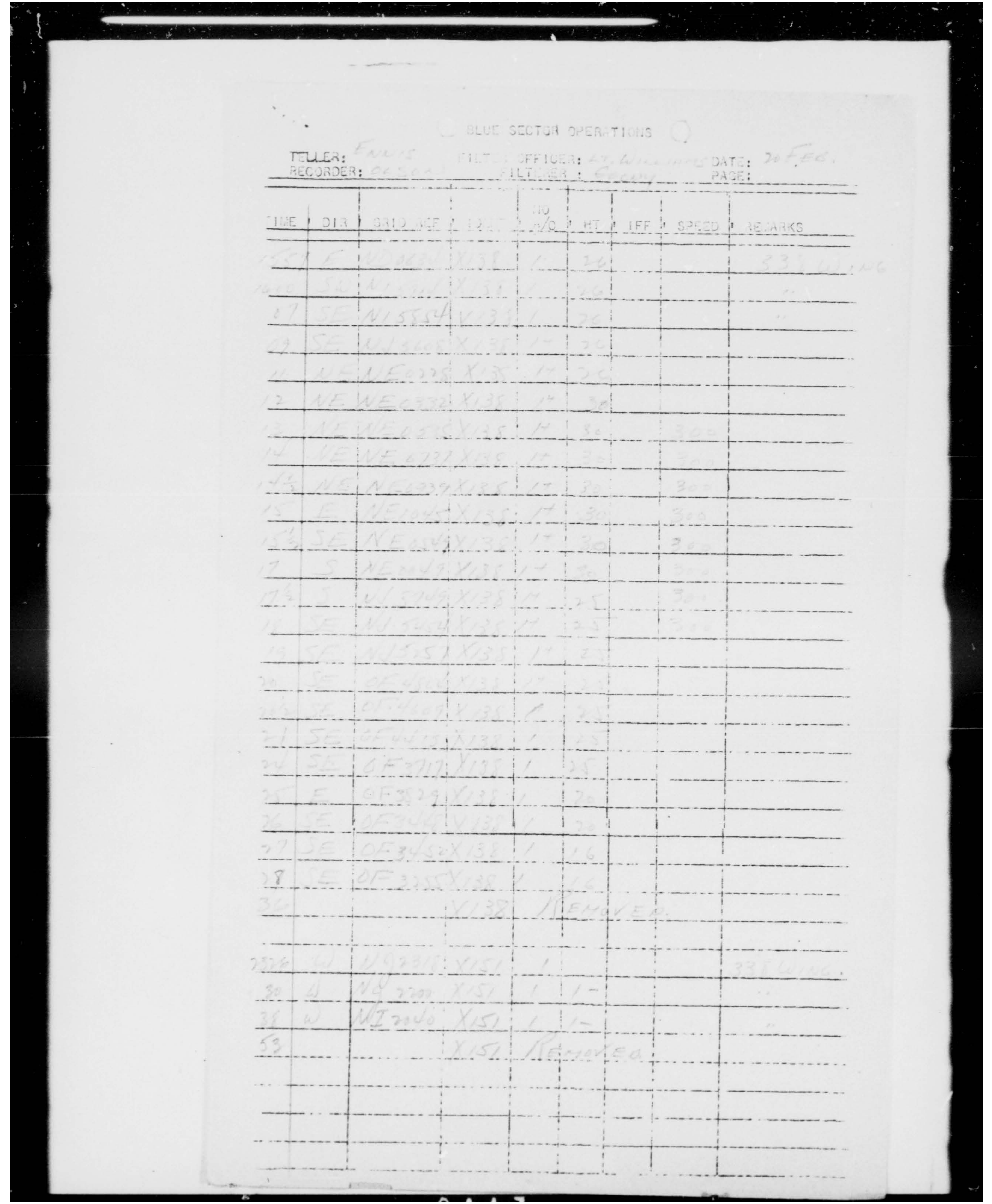
TELLER: [illegible] FILTER OFFICER: Lt. Schumann DATE: 22 Feb.
RECORDER: [illegible] FILTERER: [illegible] PAGE: 1

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
								U.S. 21/20
0025	SW	CA0535	X803	1				"
26	S	CA 0335	X803	1				
37			X503	Removed				
								21 Feb.
2052	S	CA1141	B821	1				
57				Not [illegible].				
2107			X821	Removed.				

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BLUE SECTOR OPERATIONS

TELLER: Ennis FILTER OFFICER: Lt. Williams DATE: 20 Feb.
RECORDER: Olson FILTERER: Gerry PAGE:

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
1557	E	ND1830	X138	1	26			33⅞ Wing
1600	SW	NI5[illegible]	X138	1	26			"
07	SE	NI5554	X138	1	26			"
09	SE	NI3608	X138	1+	26			
11	NE	NE0228	X138	1+	26			
12	NE	NE0332	X138	1+	30			
13	NE	NE0535	X138	1+	30		300	
14	NE	NE0737	X138	1+	30		300	
14½	NE	NE0939	X138	1+	30		300	
15	E	NE1045	X138	1+	30		300	
15½	SE	NE0544	X138	1+	30		300	
17	S	NE0047	X138	1+	30		300	
17½	S	NI5749	X138	1+	25		300	
18	SE	NI5454	X138	1+	25		300	
19	SE	NI5257	X138	1+	25			
20	SE	OF4800	X138	1+	25			
20½	SE	OF4607	X138	1	25			
21	SE	OF4515	X138	1	25			
22	SE	OF3717	X138	1	25			
25	E	OF3529	X138	1	20			
26	SE	OF3448	X138	1	20			
27	SE	OF3452	X138	1	16			
28	SE	OF3255	X138	1	16			
36			X138	Removed.				
2326	W	NJ2318	X151	1				33⅞ Wing.
30	W	NJ2200	X151	1	1–			"
38	W	NI2040	X151	1	1–			"
53			X151	Removed.				

20th February 1945

Time Table
Front Door #35

2359	Vector 180
0003	Increase speed--Angels 5
0008	Turned over to Circle on D for Dog
0057	Angels 15
0058	Vector 030
0101	" 090
0102	" 180
0105	" 030
0108	" 180
0113	Angels 17
0117	Turned over to Never on D for Dog

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RECORDING SHEET

Page 1 Date 29-2-45 / 2[illegible]-2-45 Station No. 2116 MAFOC OF 3918

Front Door 35

Time	Ident	Dir	Co-ords	A/C	Ht	IFF	S/N	AZI	R	Remarks
2353	F154		NJ5026	1		6				
2354	"		NJ5031	1		6				
2357	"		NJ4549	1		6				
0002	"		NJ3545	1		6				
0004	"		NJ2947	1		6				
0006	"		NJ2247	1		6				
0007	"		NJ1848	1		6				
							Faded			

CONFIDENTIAL

RECORDING SHEET

Page 2 Date 20/2/45 Station No. 2116 MAFOG OF 3918

Front Door 35

Time	Ident	Dir.	Co-ords	A/C	Ht	Typ	S/A	AEI	R	Remarks
0127½	F154		NJ2114	1		6				
0128	"		NJ2312	1		6				
0129	"		NJ2812	1		6				
0130	"		NJ3112	1		6				
0131	"		NJ3811	1		6				
0132	H-803 F-154		NJ4110	2		6×0				
0133	" "		NJ4510	2		"				
0134	"		NJ4711	2		"				
0134½	"		NJ4911	"		"				
0135	"		NJ5111	"		"				
0135½	"		NJ5311	"		"				
0136½	F-154		NJ5315	1		6				
0137½	"		NJ5118	1		6				
0138	"		NJ5022	1		6				
0140½	"		NJ4237	1		6				
0142½	"		NJ4150	1		6				
0145	"		OF 4205 ~~NJ~~ 4205	1		6	Returning to base			

CONFIDENTIAL

CONFIDENTIAL

RECORDING SHEET

Page 1 Date 20/2/45 Station No. 2116 MAFOC OF3918

Front Door 35

Time	Ident	Dir	Co-ords	A/C	Ht	IFF	S/N	Azi	R	Remarks
0058	T-9 F-154		NJ3426	1		6				
0059	"		NJ3625	1		6				
0101½	"		NJ4129	1		6				
0104	"		NJ4532	1		6				
0105	"		NJ4136	1		6				
0106	"		NJ3835	1		6				
0108	"		NJ3338	1		6				
0111	"		NJ3743	1		6				
0112½	"		NJ3445	1		6				
0113	"		NJ3045	1		6				
0114	"		NJ2645	1		6				
0115	"		NJ2343	1		6				
0116	"		NJ1842	1		6				
0117	"		NJ1542	1		6				
0118	"		NJ1242	1		6				
0118½	"		NJ0941	1		6				
0119½	"		NJ0542	1		6				
0120	"		NJ0240	1		6				
0121	"		NJ0138	1		6				
0122	"		NJ0133	1		6				
0123	"		NJ0229	1		6				
0124½	"		NJ0722	1		6				
0126	"		NJ1317	1		6				
0127	"		NJ1815	1		6				

CONFIDENTIAL

S-3 FORM NO. 9

CONFIDENTIAL equals BRITISH SECRET.

HOSTILE TRACK RECORDING SHEET FOR N.A.C.A.F. RADAR STATIONS

STATION AND TYPE U.S. 2116-527-A WEEK ENDING 20-2-45

MAFOG REFERENCE 0F 3918 LINES OF SHOOT or SWEEP RESTRICTION

DATE & TIME	PLOT	RANGE	IDENT	S/N	NO. OF A/C.	HEIGHT	REMARKS--- aerial system, fades, etc.
0039½	0H4403	75	T-7	2/1	1	—	No I.F.F.
0040	0H4103	72	T-7	2/1	1	—	" "
0041	0H3704	68	T-7	2/1	1	—	" "
0041½	0H3505	65	T-7	7/1	1	20+	" "
0042½	0H2904	59	T-7	7/1	1	20+	" "
0043	0H2505	54	B-803	7/1	1	20+	" "
0044	0H2305	50	B-803	7/1	1	21	" "
0045	0H1904	48	B-803	7/1	1	21	" "
0045½	0H1705	45	F-803 ~~B-803~~ X-803	7/1	1	21	Entered P.E.
0051	0F5311	17	T-8 X-803	7/1	1	—	No I.F.F.
0052	0F4712	11	X-803	Sat.	1	—	No I.F.F " "
0053	0F4514	7	X-803	Sat	1		Entered G.R.
0102	NJ0550	47	T-10	2/1	1	—	No I.F.F.
0103	NJ0248	50	T-10 H-803	2/1	1	—	" "
0103½	NJ0045	53	H-803	2/1	1	—	" "
0105½	N05238	64	H-803	2/1	1	—	" "
0107	N05036	67	H-803	2/1	1	—	" "
0107½	N04834	69	H-803	2/1	1	—	" "
0109	N04834	69	H-803	—	1	—	Bad Plot
0110	N03626	85	H-803	2/1	1	—	No I.F.F.
0112	N03627	84	H-803	2/1	1	—	" "
0112½	N03928	81	H-803	2/1	1	—	" "
0113½	N04323	79	H-803	2/1	1	—	" "
0114½	N04525	77	H-803	2/1	1	—	" "
0117	N05224	72	H-803	2/1	1	—	" "
0118	N05624	68	H-803	2/1	1	—	" "
0119½	N05921	67	H-803	2/1	1	—	" "
0120	NJ0221	65	H-803	2/1	1	—	" "
0120½	NJ0418	65	H-803	2/1	1	—	" "
0122	NJ0621	62	H-803	2/1	1	—	" "
0123	NJ1119	59	H-803	2/1	1	—	" "
0124½	NJ1616	59	H-803	2/1	1	—	" "
0125	NJ1814	60	H-803	2/1	1	—	" "
0126	NJ2213	59	H-803	6/1	1	—	" "
0126½	NJ2413	58	H-803	6/1	1	—	" "
0127½	NJ2612	57	H-803	6/1	1	—	" "
0128	NJ2812	57	H-803	6/1	1	30-	" "
0129	NJ3211	57	H-803	6/1	1	"	" "
0130	NJ3511	56	H-803	6/1	1	—	Cedd'6 +"0
0131	NJ3710	56	H-803	8/1	1	—	" "
0132	NJ4110	56	H-803	Sat.	2	—	" "
0133	NJ4510	56	H-803	"	2	—	" "
0134	NJ4711	57	H-803	"	2		

S-3 FORM NO. 9

CONFIDENTIAL equals BRITISH SECRET.

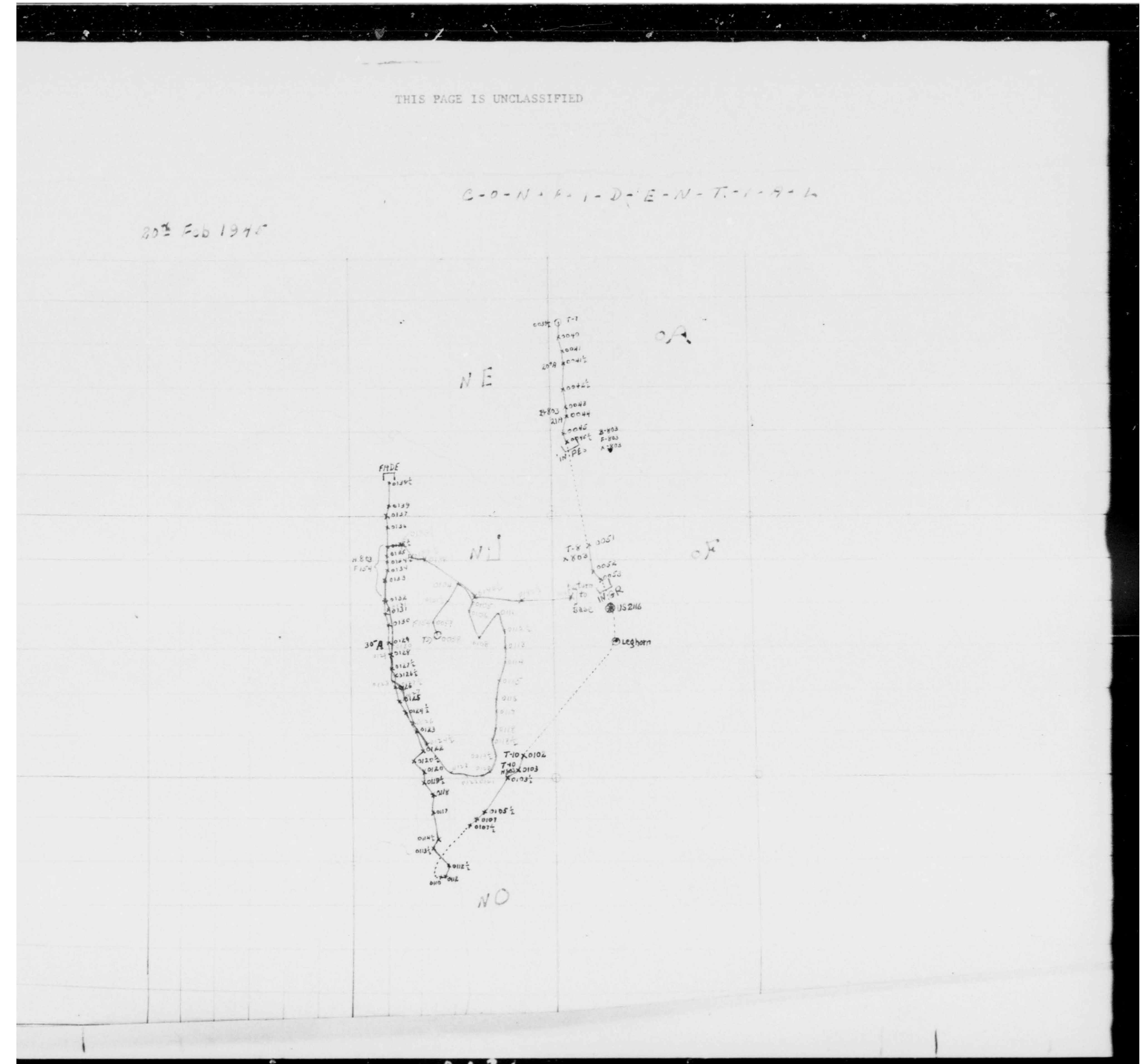
HOSTILE TRACK RECORDING SHEET FOR N.A.S.A.T. RADAR STATIONS

STATION AND TYPE US2116-527A WEEK ENDING 20-2-45

MAFOG REFERENCE 0F3918 LINES OF SHOOT or SWEEP RESTRICTION

DATE & TIME	PLOT	RANGE	IDENT	S/U	NO. OF A/C.	HEIGHT	REMARKS--- aerial system, fades, etc.
0134½	NJ4911	57	H-803	Sat.	2	—	Code 6 + 0
0135	NJ5111	57½	H-803	Sat.	2	—	" "
0135½	NJ5311	58	H-803	Sat.	2	—	" "
0136	NJ5711	59	H-803	Sat.	1	—	No. IFF
0137	NE0011	60	H-803	3/1	1	—	" "
0139	NE0312	61	H-803	3/1	1	—	" "
0139½	NE0812	63	H-803	3/1	1	—	" "
							Faded.

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SECRET

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-AE-ASA

APO 650, U.S. ARMY,
20 FEBRUARY 1945.

SUBJECT: HOSTILE ACTIVITY NIGHT OF 19/20 FEBRUARY 1945.

TO : COMMANDING GENERAL, 62ND FIGHTER WING, APO 650, U.S. ARMY. ATTN: A-3.

1. AT 2357/19 FEBRUARY, 1 A/C IN NJ-4829 APPEARED WHILE F/D 35 WAS UNDER CONTROL OF "HUMBLER". THIS TRACK (X-160, LATER H-160) WAS TOO LOW FOR "HUMBLER" SO ARRANGED WITH 330 WING FOR PASSOVER TO "CIRCLE" (TYPE 14). E/A CONTINUED S.E. AT ANGELS VARYING FROM 4 MINUS TO 2 MINUS. E/A FADED GOING SOUTH AT 250 MPH SOUTHWEST OF GORGONA.

2. WHILE F/D 35 WAS DIVERTED FOR THIS CHASE TRACK FADED AND I ARRANGED WITH 330 CONTROLLER TO KEEP HIS "FIDGET 27", ALREADY TRAVELLING NORTH, IN THE NORTH OF NJ SQUARE WHILE F/D 35 PATROLLED BETWEEN CAP CORSE AND VIAREGGIO. WHILE F/D 35 WAS RETURNING TO THIS AREA FROM WEST OF GORGONA, A NEW TRACK DEVELOPED IN QA-3205, 1 A/C, DIRECTION SOUTH AND ANGELS POPPED UP AS 25 WITH ONE STATION GETTING CODE 6. ORDERED F/D 35 TO RETURN TO US ON 020 DEG. GAINING ANGELS 15. TURNED F/D 35 OVER TO "HUMBLER" ON "E" (AT THEIR REQUEST) AS THEY BEGAN SEEING THE X-RAID. AT 0053 GAVE UNRESTRICTED FIRE TO AALO. AT 0055-1/2 FIRST FLASH BOMB HEARD OVER LEGHORN AREA FOLLOWED BY 2 MORE AT 1/2 MINUTE INTERVALS. SPEED OF A/C GIVEN AS 320 MPH. F/D 35 AT THIS MOMENT WAS ON 360 DEG., ANGELS 12 WEST OF LEGHORN. ASKED "HUMBLER" TO DIVERT HIM TO WEST AS I CONTACTED 330 CONTROLLER FOR PASSOVER.

3. AS LUCK WOULD HAVE IT, FIDGET 27 REPORTED BENT WEAPON AND RETURNED TO BASE, RUINING OUR PLAN TO BE COVERED TO THE NORTH. ORDERED F/D 47 OFF. E/A CONTINUED S.W. FROM LEGHORN OVER TO BORGO AND F/D 35 REPORTED "FLARES" ON A 210 DEG. FROM HIS POSITION. TRACK OF E/A THEN OVER BORGO, SO ASSUME PHOTO FLASH BOMBS ALSO. F/D 35 TURNED OVER TO "NEVER" AT RANGE 12 MILES TO INTERCEPT H-303 ON ITS NORTHERN TRIP.

4. AT RANGE 10 MILES, 35 REPORTED "GATE" BUT "NEVER" SAID HE WAS NOT GAINING, PERHAPS DUE TO THE FACT THAT HE WAS ALSO CLIMBING. SPEED OF E/A, 330 MPH. AT ANGELS 19-1/2, WHEN 35 WAS BEGINNING TO GAIN ON E/A, PILOT MOMENTARILY BLACKED OUT DUE TO OXYGEN TUBE BECOMING LOOSE. DIVING QUICKLY, PILOT WENT TO ANGELS 15, REPAIRED TUBE, AND CONTINUED CHASE. WHEN AT RANGE 2-1/2 MILES, 35 OBTAINED A FLEETING CONTACT, LOST BECAUSE E/A IMMEDIATELY TOOK EVASIVE ACTION AND DIVED, INDICATING PROBABLE TAIL END RADAR. NO FURTHER CONTACT WAS OBTAINED; LEFT ENGINE CUT OUT FOR A MOMENT, BUT CAME BACK ON AGAIN ON SWITCHOVER OF TANKS. ASKED "NEVER" TO BE RETURNED TO BASE AS HE WAS LOW ON GAS.

83/547

SECRET

HOSTILE ACTIVITY NIGHT OF 19/20 FEB., CONT'D.

5. ALERTED "BLACKBALL" AND "CONSTANCE" FOR F/D 35. IN THE MEANTIME HAD F/D 47 GAINING ANGELS ON A 230 DEG.: WAS TAKEN DUE WEST BY "HUMBLER" AT DIRECTION OF THIS CONTROLLER. WHEN F/D 35 ASKED TO BE RETURNED TO BASE (A POSSIBILITY I HAD ANTICIPATED), F/D 47 TOOK OVER AT RANGE OF 18 MILES. IT WAS A SHORT CHASE, HOWEVER, AS E/A WENT OVER COAST EAST OF GENOA DIVING. 330 ORDERED F/D 47 RETURNED TO US. F/D 47 RETURNED TO "HUMBLER" FOR PATROL. F/D 35 PANCAKED O.K. AT 0150 AT "CONSTANCE".

6. "NEVER" HANDLED BOTH AIRCRAFT MOST EXCELLENTLY AND IS TO BE COMMENDED FOR THE CONSTANT FLOW OF INFORMATION GIVEN TO THE FIGHTER AT ALL TIMES. PILOT OF 35 CALLED IN ON LANDLINE AFTER PANCAKE TO SAY THAT IT WAS A PLEASURE TO WORK WITH "NEVER". 330 CONTROLLER WAS ASKED TO PASS MESSAGE FROM PILOT AND "BACON" TO "NEVER" CONTROLLER. A BAD BREAK FOR ALL CONCERNED.

ABRAHAM ELLENBOGEN,
CAPTAIN. AIR CORPS,
DUTY CONTROLLER.

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-JWR/KM

APO 650, US ARMY,
20 FEBRUARY 1945.

SUBJECT: HOSTILE ACTIVITY, NIGHT OF 19/20 FEBRUARY 1945.

TO : COMMANDING GENERAL, 62ND FIGHTER WING, APO 650, U. S. ARMY.

1. X-160, 1 A/C, NO SHOW, WAS FIRST PICKED UP FLYING EAST IN NJ-4829 AT 2357/19. IDENTIFICATION WAS MADE BY 338 WING. AIRCRAFT TURNED SOUTH AT NJ-3445. CHANGED TO H-160 AT 0003/1/20 AND CONTINUED SOUTH. ALTITUDE WAS 4- AND 2-. TRACK WAS NEVER IN OUR TERRITORY.

2. TRACK 803 APPEARED ON BOARD AT 0041/20 IN OA3205. IDENTIFIED AS B-803 SINCE IT COINCIDED WITH FRIEDSPRAT 18 WHO CHECKED IN ON A 170 DEG. AT 0043 1/2 HRS IN OA2505 B-803 WAS SHOWING ANGELS 20. CONTROLLER CALLED "A/C APPROACHING BACON FROM THE NORTH". FRONTFACE ANSWERED AND A FIX PUT HIM IN THE LA SPEZIA AREA BUT CHECK OF IAS SHOWED HIM NOT TO BE B-803. STATION 8009 OF 338 WING WAS GETTING CODE VI BUT NONE OF OUR STATIONS RECEIVED CODE. AT 0047 1/2 HOURS B-803 WAS MADE X-803 IN OA-0705 NOW AT ANGELS 25. AFTER CROSSING COAST, A/C FOLLOWED COASTLINE SOUTH. 338 WING WAS STILL GETTING CODE VI. AT 0055 HRS. PHOTOGRAPHIC FLARES WERE DROPPED OVER LEGHORN AND X-803 WAS MADE H-803. THE TRACK WAS NOT MADE HOSTILE PREVIOUSLY BECAUSE FOR 3 PLOTS BEFORE THE FLARES APPEARED, 338 WING WAS PICKING UP CODE I. A/C TURNED SOUTHWEST FROM LEGHORN AND DROPPED FLARES OVER BORGO AND TURNED NORTH TO GENOA.

J. W. RAY,
1ST LT., A.C.,
DUTY M.L.O.

S E C R E T

HEADQUARTERS
[illegible] FIGHTER WING
(BLUE FIGHTER CONTROL)

[illegible]

APO 650, US ARMY,
20 FEBRUARY, 1945.

SUBJECT: HOSTILE ACTIVITY, NIGHT OF 19/20 FEBRUARY 1945.

TO : COMMANDING GENERAL, [illegible] FIGHTER WING, APO 650, US. ARMY. ATT: A-3.

1. AT 0021 HOURS ON 20 FEBRUARY 1945, U.S. 2110 REPORTED ONE AIRCRAFT COMING SOUTH AT UA3205 NOT SHOWING IFF. IT WAS MADE TRACK 803 AND IDENTIFIED AS U803. IT CONTINUED SOUTH TO UA2505 WHERE U.S. 2116 GAVE A HEIGHT OF 25,000 FEET AT 0023 1/2 HOURS. U.S. STATIONS 2117, 2120, AND 2114 BEGAN PLOTTING ON THIS TRACK WITH 2120 AND 2114 GIVING HEIGHTS OF 25,000 FEET AND 17,000 FEET RESPECTIVELY. AT 0026 HOURS, U.S. 3003 OF 350 WING REPORTED MARK III IFF CODE 6 ON THIS TRACK AND AT THIS TIME IT WAS CHANGED TO F803 GOING SOUTH AT UA1405. NONE OF OUR STATIONS AT ANY TIME REPORTED IFF ON THE TARGET. ONE HALF MINUTE LATER AT 0026 1/2 HOURS, F803 WAS CHANGED TO U803. AT 0027 1/2 THE TRACK WAS CHANGED TO X803 AT UA0705 GOING SOUTH AT 25,000 FEET. THE SPEED WAS ESTIMATED AT 350 MPH. US 3003 CONTINUED TO SHOW MARK III IFF CODE 6 UNTIL THE TRACK REACHED UF8715 AND THEN THIS STATION REPORTED CODE 1. THE TRACK CONTINUED SOUTH TO UF3614 WHEN FLARES WERE HEARD BY THE FILTER OFFICER AND REPORTED BY US 2116 AS BEING SEEN AT 0055 HOURS. THE TRACK WAS CHANGED TO H803 IMMEDIATELY AT UF 3615. THE TRACK WENT SOUTH TO UF2610 WHERE IT TURNED SOUTHWEST. IT CONTINUED ON THAT COURSE UNTIL IT WENT OFF OF OUR BOARD AT UF 1050 AT 0101 HOURS. U.S. 2116, 2114, 2120, AND 2117 WERE ALL PLOTTING ON IT. U.S. 2116 CONTINUED TO PLOT IT WHILE IT WAS OFF THE BOARD AND THEIR PLOTS WERE PASSED TO 350 WING. AT 0123 HOURS, H803 APPEARED ON OUR BOARD AGAIN GOING NORTH AT NJ1119 WITH A HEIGHT OF 20,000 FEET. U.S. 2116, 2120, 1015, AND 2117 PLOTTED ON THE TRACK AS IT CONTINUED NORTH AND NORTHWEST TO NE2316 WHERE IT FADED AT 0144 HOURS AT A HEIGHT OF 25,000 FEET. U.S. 2120 WAS REPORTING IT AS BEING AT 30,000 FEET WITH ITS LAST FEW PLOTS. U.S. 2115 WAS DULL DUE TO TRANSMITTER TROUBLE WHEN THE TRACK CAME ON THE BOARD AND WAS NOT SHOWING UNTIL 0138 HOURS. IT PLOTTED ON H803 FROM THAT TIME ON.

W. B. HARDIE,
1ST LT., SIG C.,
DUTY FILTER OFFICER.

53/549

S E C R E T

SECRET

TO : SENIOR CONTROLLER, BLUE SECTOR.

FROM : S.A.A.L.O., BLUE SECTOR.

SUBJECT: REPORT ON HOSTILE RAID 303, 0050 HRS., 20 FEB. 1945.

DUTY A.A.L.O.: CAPT. A.V.G. YATES.

0050 X-303, NE-0505, DIRECTION S., 1 A/C, 25,000 FT.

0051 X-303, OF-5906, S., CONDITION YELLOW GIVEN TO L.A.A. AT PISA & PONTEDERA.

0053 X-303, OF-4813, S., CONDITION "RED" AND "UNRESTRICTED FIRE" TO L.A.A. PISA & PONTEDERA.

0056 X-303, OF-4014, S.; THREE FLASH BOMBS DROPPED AND RAID MADE HOSTILE AT 17,000 FT.
H-303 TOOK S.W. COURSE AND CONDITION "WHITE" GIVEN AT 0107 HRS. AFTER REPORTS OF FLASH BOMBS OVER BORGO, H-303 TURNED S.E. THEN N.E. AND CONDITION "YELLOW" AGAIN GIVEN TO L.A.A. PISA & PONTEDERA AT 0116 HRS. HOSTILE THEN TURNED N.W. AND N. IN NJ-5910 WITH FIGHTER IN PURSUIT. AVERAGE SPEED OF 320 MPH.

0133 H-303, NJ-4510, N., 25,000 FT. CONDITION "WHITE" TO L.A.A. PISA & PONTEDERA. TOTAL PLOTS PASSED ON R/T -- 46.

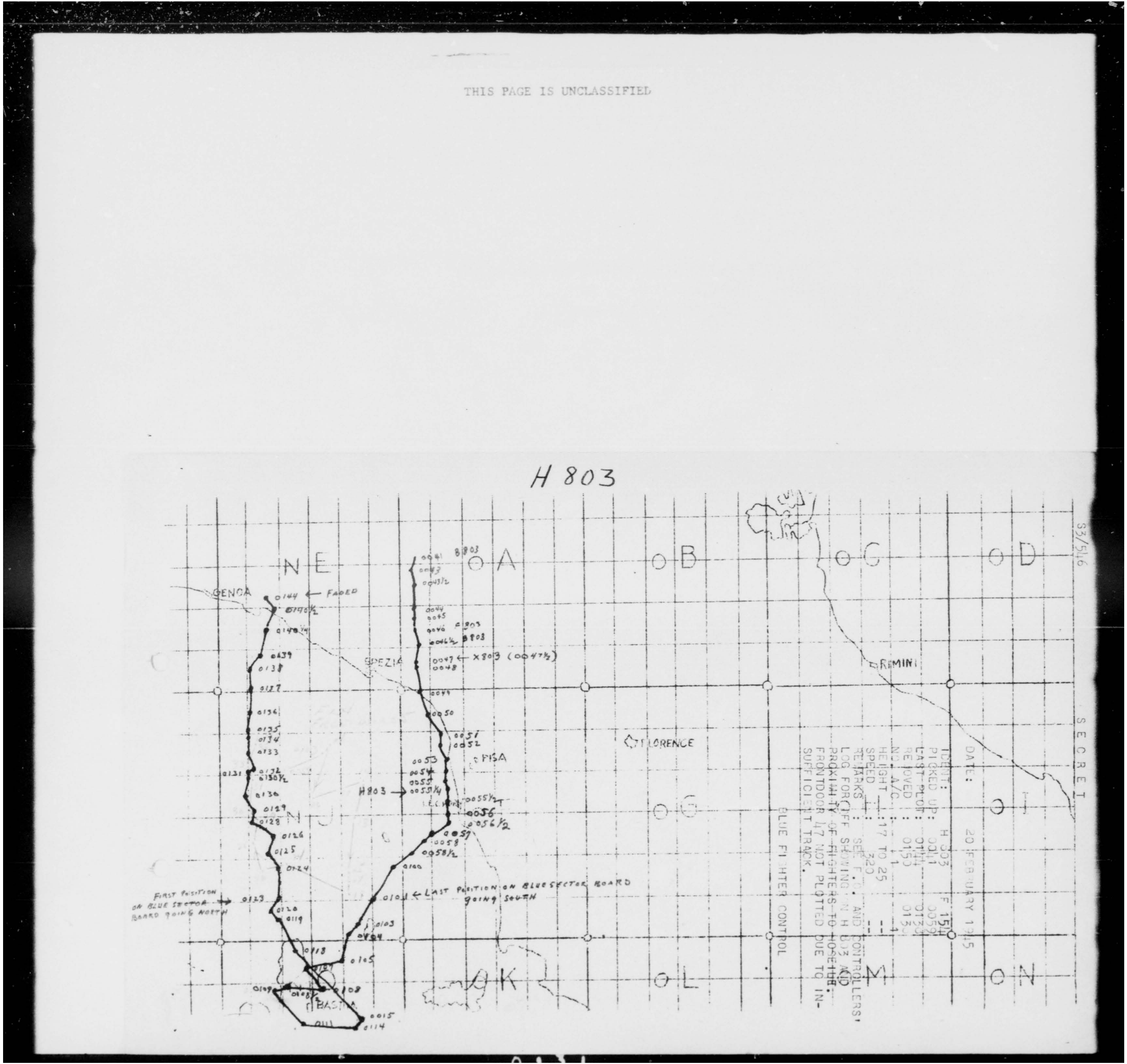
/S/ A/V.G. YATES, CAPT.
S.A.A.L.O.

FIELD
20 FEB 1945.

S3/550

SECRET

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THIS PAGE IS UNCLASSIFIED
H 803
S3/5/46
SECRET
GENOA
SPEZIA
PISA
FLORENCE
RIMINI
BASTIA
0144 ← FADED
FIRST POSITION ON BLUE SECTOR BOARD GOING NORTH
0101 ← LAST POSITION ON BLUE SECTOR BOARD GOING SOUTH
H803 →
0047 ← X803 (0047½)
DATE: 20 FEBRUARY 1945
IDENT: H 803 F 154
PICKED UP: 0041 0052
LAST PLOT: 0144 0130
REMOVED: 0150 0130
NO. A/C: 1 1
HEIGHT: 17 TO 25 --
SPEED: 320 --
REMARKS: SEE F.C. AND CONTROLLERS' LOG FOR IFF SHOWING ON H 803 AND PROXIMITY OF FIGHTERS TO HOSTILE. FRONTDOOR 47 NOT PLOTTED DUE TO INSUFFICIENT TRACK.
BLUE FIGHTER CONTROL

BLUE SECTOR OPERATIONS

TELLER:
RECORDER:

FILTER OFFICER:
FILTERER :

DATE: 20 FEB.
PAGE:

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
0059	NW	NJ 4121	F154	1	2-	6		
0003	NE	NJ 4534	F154					
04	E	NJ 4738	F154	1	2-	6		
06	S	NJ 3331	F154	1	2-	6		
09	S	NJ 3540	F154			6		
10	NE	WJ 3747	F154	1		6		
13	S	NJ 2944	F154	1		6		
15	S	NJ 1742	F154	1		6		
17	S	NJ 1542	F154	1		6		
18	S	NJ 1242	F154	1		6		
24	NW	NJ 1722	F154	1	17	6		
26	NW	NJ 1715	F154	1	17	6		
28	NW	NJ 2311	F154	1	17	6		
29	N	NJ 2812	F154	1	17	6		
30	N	NJ 3312	F152	1	17	6		
31	N	NJ 3811	F154	1	12	6		
32	N	NJ 4010	F154	1	12	6		
33	N	NJ 4310	F154	1	12	6		
35	N	NJ 4711	F154	1	12	6		
38	E	NJ 5023	F154	1	21	6		

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SL[illegible] SECTOR OPERATIONS

TELLER: Fisher FILTER OFFICER: Lt. Hardie DATE: 20 FEB.
RECORDER: Barker FILTERER: Gates PAGE:

TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
0041	S	OA3205	B803	1				
43	S	OA2804	B803	1				
43½	S	OA2505	B803	1	20			
44	S	OA1905	B803	1	20			
45	S	OA1705	B803	1	23			
46	S	OA1405	F803	1	23	6		
46½	S	OA1106	B803	1	23	6		
47	S	OA1705	B803	1	25	6		
47½		now	X803					
48	S	OA0505	X803	1	25	6		
49	SE	OF5906	X803	1	25	6		
50	SE	OF5409	X803	1	25	6	330	
51	SE	OF4913	X803	1	17	6	330	
52	S	OF4713	X803	1	17	1	320	
53	S	OF4314	X803	1	17	1	320	
54	S	OF4014	X803	1	17		300	
55	S	OF3614	X803	1	17		300	
55¼	S	OF3615	H803	1	17		300	
55½	S	OF3315	H803	1	17		300	
56	S	OF3015	H803	1	17		300	
56½	S	OF2815	H803	1	17		300	
57	SW	OF2610	H803	1	20		"	
58	SW	OF2407	"	1	20		"	
58½	SW	OF2103	"	1	20		"	
0100	SW	NJ1757	"	1	17		"	
01	SW	NJ1050	"	1	17		320	
03	SW	NJ0445	"	1	17		"	
04	SW	NJ0242	"	1	17		"	
05	SW	NO5539	"	1	19		"	
07	W	NO5428	H813	1	19		"	
08	SW	NO4834	"	1	19		"	
08½	SW	NO4921	"	1	19		"	
09	SW	NO4717	"	1	19		"	

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BLUE SECTOR OPERATIONS

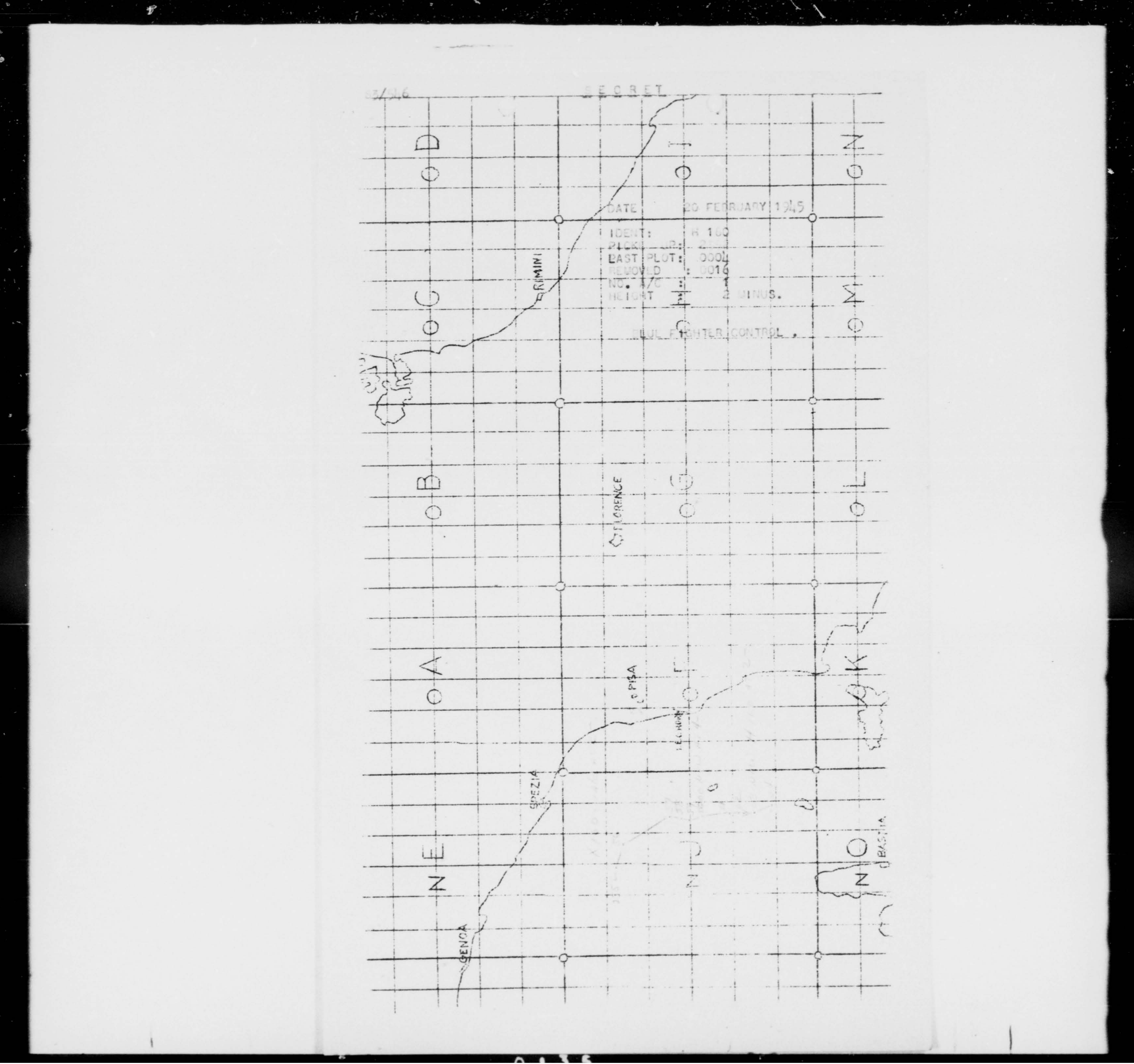
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TIME	DIR	GRID REF	IDENT	NO A/C	HT	IFF	SPEED	REMARKS
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14	S	NO3543	"	1	20		"	
15	NE	NO3845	"	1	20		"	
18	N	NO5725	"	1	20		"	
19	N	NJ0519	"	1	20		"	
20	NW	NJ0717	"	1	20		"	
23	N	NJ1119	"	1	20		"	
24	N	NJ1719	"	1	20			
25	NW	NJ2216	"	1	25			
26	N	NJ2517	"	1	25			
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29	N	NJ3212	"	1	25			
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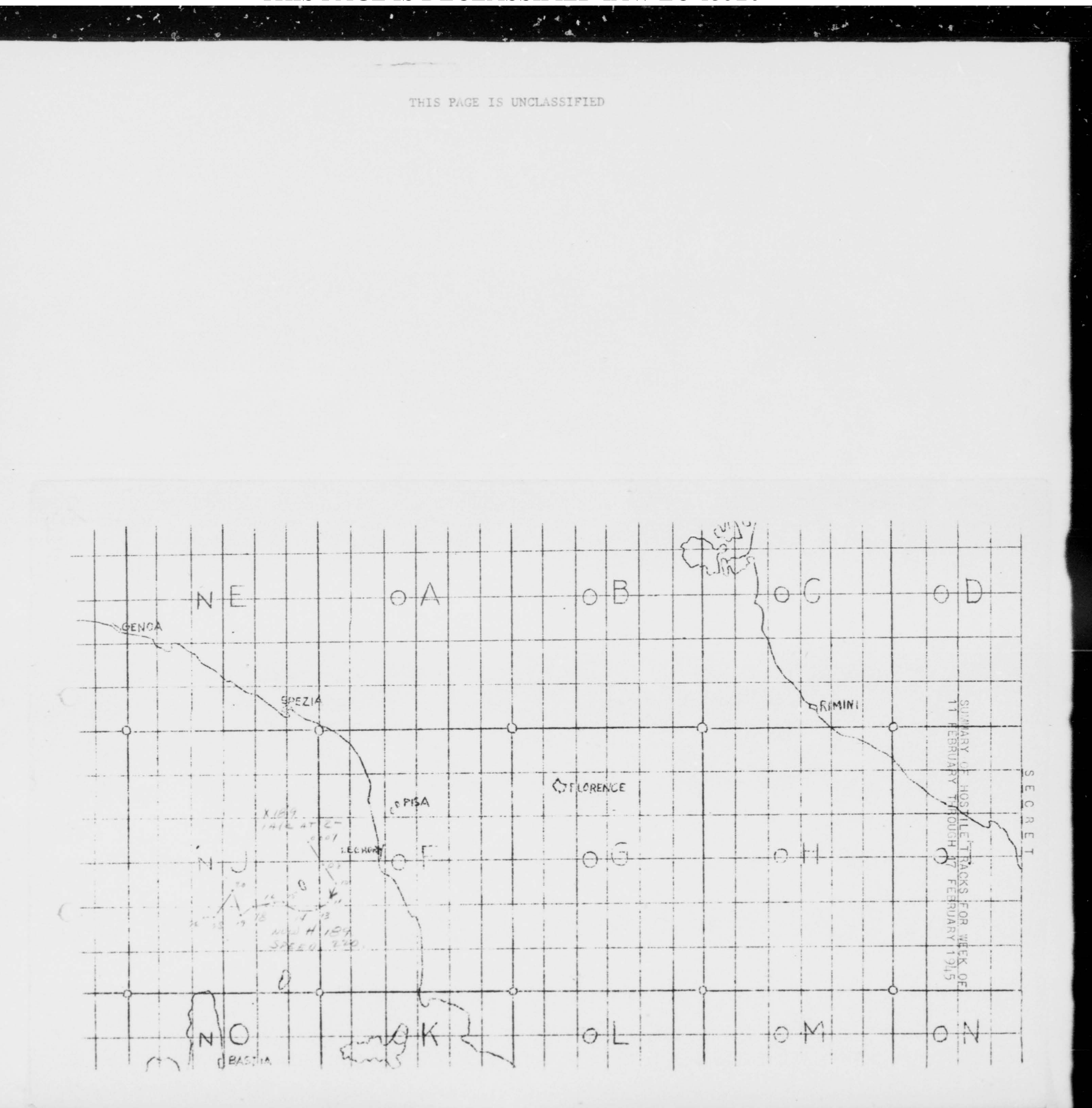


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BLUE SECTOR OPERATIONS

TELLER: Pvt. Fisher FILTER OFFICER: Lt. Hardie DATE: 19 Feb. 1945
RECORDER: Sgt Baxter FILTERER: T/5 Gates PAGE: 1

TIME	DIR	GRID REF	[illegible]	NO A/C	HT	IFF	SPEED	REMARKS
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57	S	NJ3443	X160	1				
58	S	NJ3244	X160	1	2-			
59	S	NJ3043	X160	1	2-			
2400	SE	NJ2745	X160	1	4-			
							20 Feb. 1945	
0001	S	NJ2246	X160	1	4-			
01	S	NJ2146	X160	1	4-			
02	S	NJ1846	X160	1	3-			
03	S	NJ1547	H160	1	3-			
04	SE	NJ1149	H160	1	2-			
16			H160	removed				



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Hq 62nd Fighter Wg
Gen. Order # 10
6 June 1944

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R E S T R I C T E D

507
706
Amf

GENERAL ORDER)
:
NUMBER 10)

HEADQUARTERS 62ND FIGHTER WING
APO #650
6 June 1944

AWARD OF PURPLE HEART

1. Under the provisions of Army Regulations 600-45, 22 September 1943, the Purple Heart is awarded to the following named enlisted man for wounds received as a direct result of enemy action:

WILLIAM G. SCHELL (16036037) Corporal, Signal Corps, Company "A", 562nd Signal Air Warning Battalion, Fedala, Morrocco, French North Africa, 12 November 1942. Entered service from Chicago, Illinois.

By order of Colonel ISRAEL:

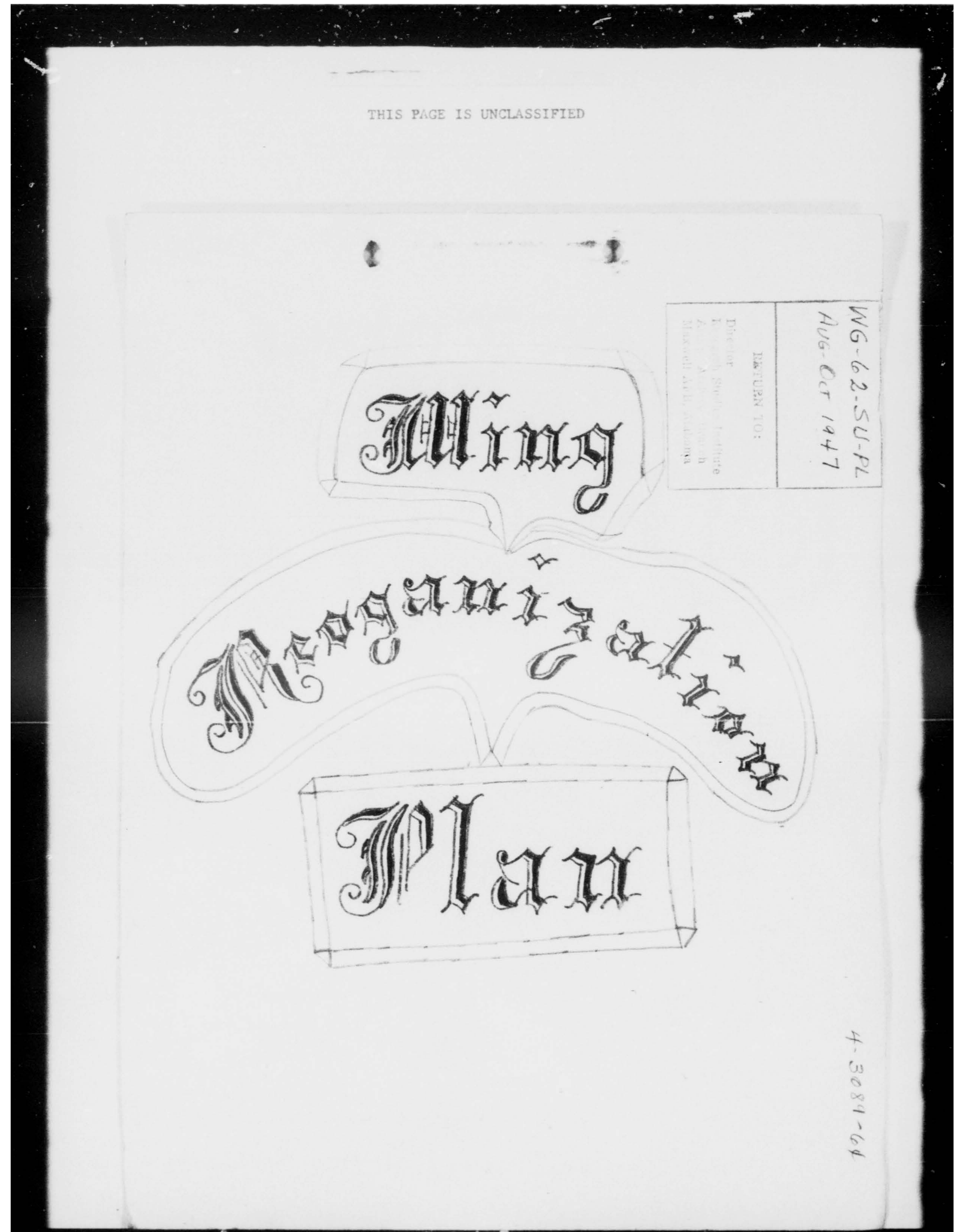
BEAUFORT E. BUCHANAN,
Lt. Colonel, Air Corps,
Executive.

OFFICIAL:

s/ Lawrence M. Jack.
LAWRENCE M. JACK,
Captain, Air Corps,
Adjutant.

Certified True Copy.

J.R. Wiggins
J.R. WIGGINS,
Major, Air Corps.

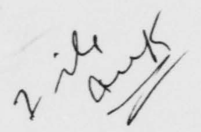


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62ND TROOP CARRIER WING
TABLE OF CONTENTS
WING REORGANIZATION PLAN

4-3089-64

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WING REORGANIZATION PLAN

--- INTRODUCTION ---

The provisions of AAF Regulation 2 0-15 Headquarters Army Air Forces, dated 27 June 1947, authorizes the Reorganization of Army Air Force Base Units and Installations. The Regulation prescribes a standard organizational pattern for all Army Air Force Bases.

The emplementation of the Regulation will be effected through War Department AGO and/or Headquarters Army Air Force Letters for the service test period.

The AAF Regulation provides that, at each Army Air Force Base having a Tactical Group assigned, a Wing Headquarters will be established, and designated to encompass the functions presently being performed. Hereafter, during this discussion, I will refer to the Reorganization of AAF Base Units and Installations as the "Wing Plan".

A typical Wing Organization will consist of a Hdqs and Hdqs Squadron, plus four (4) major operational or Group equivalents; that is:

(a) A combat group
(b) A Maintenance and Supply group
(c) An Airdrome group
(d) A Hospital

A combat group, under the control of this Command, may be one of the following type groups: Fighter; Light Bomb; Reconnaissance or Troop Carrier.

A Maintenance and Supply group will, in part, replace the Air Service Group.

The Airdrome group will replace the present AAF Base Unit.

The Hospital, will be a mobile and flexible unit and is designed for a 75-bed capacity on a typical base.

--- PRINCIPLES ---

Under the Wing reorganizational plan the following Principles will be established:

(a) Clean cut command channels.
(b) Eliminates split jurisdiction and/or responsibility.
(c) Provides for a strong Central Control with decentralized operations.
(d) Provides actual command positions for company grade officers
(e) Individuals will be clothed, housed, paid, promoted, worked, and administrated by their Commander.
(f) Limits the size of the basic functional units to a maximum of 250.
(g) Provides for necessary mobility and flexibility.

--- STATIONS REORGANIZATION ---

The following bases or fields will be reorganized under the Wing plan effective 1 August:

1. Bergstrom Field
2. Biggs Field
3. Greenville Army Air Base
4. Lockbourne Army Air Base
5. Langley Field
6. March Field
7. McChord Field
8. Shaw Field

--- WING ORGANIZATION PLAN ---

The Wing and the four (4) major operational groups, as illustrated on this chart, are a complete self-supporting organization, and may move as an entity to the Field.

(a) The Wing Headquarters is very small, to facilitate its movement to the field, and is an overall command, policy and planning agency.

(b) The combat group has been designed to include every necessary function in the field with the aid of the supporting units. The combat group includes the Headquarters Squadron, and three identical Squadrons, which permits one or more of the squadrons and the necessary support to be extracted and moved, depending on the tactical requirements.

(c) Each Squadron of the Maintenance and Supply Group, and the Airdrome Group has been designed to provide a minimum working headquarters and three identical flights. The flights are represented on this chart, and are designed to meet the field requirements of single combat Squadron Operation.

(d) The Station Hospital, likewise, is designed and organized in three (3) flights to meet the field requirements of a single combat squadron operation.

(e) In addition to the personnel requirements to fully man the combat element according to their T/O and/or T/D authorizations, each station or Base will be furnished personnel authorizations based on the Wing tactical and station requirements.

The additional personnel (Military and Civilian) authorization will be furnished by an allotment on a Personnel Augmentation List. The military personnel will be assigned to the supporting units.

The authorization allotted by the Personnel Augmentation list will be considered non-T/O personnel or permanent party personnel.

The non-T/O portion of the Authorizations for the station has been specifically designed to provide the command element of the installation upon the departure of the Wing, thus lending continuity to station operation as well as satisfying the legal requirements associated herewith.

--- FUNCTION ---

The above has delt almost entirely with the organization of the Wing base. Now let us look at it functionally.

The Wing headquarters and headquarters squadron provides command and staff functions over the combat, maintenance and supply, airdrome groups, hospital, and such other units as are assigned.

The repository for Station records will be in the permanent section of the Airdrome Group thereby obviating the necessity of the Wing being a recordkeeping office.

The Air Inspection function is provided at Wing level. The inspector function for lower units is vested in command.

The Combat Group performs 1st and 2d echelons of maintenance on assigned equipment, including 100-hour inspection and engine changes, except transportation and ground-powered equipment.

All crew members will be utilized on secondary duties.

The Maintenance and Supply Group Hdqs. provides coordination and supervision of maintenance and supply activities including the establishment of priorities and allocations.

The Maintenance Squadron provides all 3rd echelon of maintenance except vehicle and powered ground equipment including all maintenance for Base Flight and transient aircraft. It performs reclamation functions and 3rd echelon of maintenance for communications equipment, repair of office machines and flying clothing. Performs flight test, maintenance control, and inspection.

The Supply Squadron provides for receipt, storage, and issue of all classes of supplies except medical. Provides for Supply Control, Inventory and Inspection, ACOP, accountable Stock Records, Purchasing and Contracting, operation of Repairable Warehouse, Salvage, Clothing and Equipment repair shops, Ration Breakdown, Commissary and QM Sales functions.

The Headquarters and Headquarters Squadron of the Airdrome Group provides the necessary overall personal services to include civilian personnel administration, PX, Service clubs, finance, budget and fiscal, base operations, synthetic trainer operation, photo laboratory, commercial transportation. Elements of these sections are mobile to meet field requirements. The Airdrome Group headquarters is designed so that a segment can remain behind to assume command of the station upon departure of the combat elements. Continuity of legal responsibilities of the station are facilitated by establishing the repository for station non-current records, etc., in the permanent party element of this squadron.

The General Service Squadron is a command unit required for the administration and effective utilization of semi-skilled personnel necessary in the performance of assigned functions. This squadron may be designated negro as required.

The Communications Squadron provides for installation, operation and performs 1st and 2d echelon maintenance of fixed communications. Includes telephone, teletype (except WX), ground-to-ground radio nets and message center. When in the field this squadron provides communications down to group level. (Only group and lower units contain organic communications.)

The Guard Squadron provides for all security functions, including Provost Marshal, Police and Prison, and Guard activities.

The Air Installations Squadron provides for repair and maintenance of buildings and grounds, and operation of utilities, including field lighting. Provide fire protection, structural and crash; training of auxiliary firemen; and crash training.

The Food Services Squadron provides one organization capable of operating all necessary dining halls, except hospital and colored.

The Transportation Squadron operates the motor pool and provides refueling service. Performs 1st, 2d and 3rd echelon maintenance on all other vehicles and on all powered ground equipment.

The Hospital provides all medical service and facilities normally rendered by a station hospital. In the event of separate Squadron deployment will provide a 15-bed dispensary flight to accompany it.

In addition to the functions just enumerated the maintenance of personnel records and preparation of personnel reports is accomplished at Squadron level. Personnel sections will not be consolidated above squadron level.

--- TENANT UNITS ---

Tenant units such as motor transportation squadrons, chemical companies, engineer battalions, AACS detachments, etc., which are assigned or attached to a wing will be responsible directly to the wing commander through his staff.

In addition to the above-mentioned tenant unit a numbered AAF Base Unit will be organized and designated (separations, processing, and assembly) for those stations which require it under the provisions of War Department letter, the Adjutant General's Office, Washington, D.C., signed AG PO-S-C 210-8 (2 July 1947) subject: "List of Separation Points", and AAF letter 35-94, dated 20 July 1947, subject: "Assignment of Regular AAF Enlistees and Returnees".

The function of this base unit will be to provide administrative facilities for the processing of personnel for separation and the processing of Regular Army enlistees and returnees.

File auth

Hq AAF Ltr 20-25, subject: Procedures for Establishment of the New Wing-type Organization, 17 Sep 47.

TAC 322(17 Sep 47) 1st Ind A3E

Hq Tactical Air Command, Langley Field, Virginia, 3 October 1947

TO: Commanding General, Ninth Air Force
Commanding General, Twelfth Air Force
Commanding Officers, All AAF Activities, Tactical Air Command

BY COMMAND OF LIEUTENANT GENERAL QUESADA:

Neal J. O'Brien
NEAL J. O'BRIEN
Colonel, Adjutant General's Department
Adjutant General

A3E 322 2nd Ind

HEADQUARTERS TWELFTH AIR FORCE, March Field, California, 24 October 1947

TO: Commanding Officer, 1st Fighter Wing, March Field, California
62d Troop Carrier Wing, McChord Field, Washington
47th Bombardment Wing, Biggs Field, Texas

1. The contents of paragraph 3 will be considered for information only and do not change in any way current instructions covering preparation of Form 127, Monthly Report of AAF Personnel, Reports Control Symbol AAF-SC-P2.

2. It has been noted in recent inspections that decentralization of all basic records, at wing bases under this command, has not been strictly adhered to. Your particular attention is therefore invited to paragraph 5 of basic letter.

BY COMMAND OF BRIGADIER GENERAL BARCUS:

M. S. Tilghman
M.S. TILGHMAN
Lt Col, AGD
Adjutant General

DISTRIBUTION:
C

P-465

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HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

17 September 1947
Effective until 30 June 1948

AAF LETTER 20-25

SUBJECT: Procedures for Establishment of the New Wing-type Organization

TO: Commanding Generals, Major Air Commands

1. General. Teams composed of representatives of the Office of the Air Comptroller (Statistical Control Division), AC/AS-1, and AC/AS-3, this Headquarters, are currently visiting field installations to assist in the establishment of the new wing-type organization. Herewith are some preliminary findings which appear to be general enough in scope to be of interest and assistance in the implementation of AAF Regulation 20-15.

2. Preparation of Initial and Final Rosters. Initial and final rosters for all organizations being activated, organized, inactivated, or discontinued are required by AR 345-900. The preparation of these rosters has resulted in a tremendous administrative work load. The following procedure has been followed in the organization of some of the wings and is recommended as an expedient in future actions of like nature:

a. Activate the airdrome and maintenance and supply groups as of the designated date at a strength of one and one.

b. Assign all personnel to the groups effective the following day, leaving one and one assigned to the base unit and to the service group.

c. Inactivate the service group and discontinue the base unit on the next following day.

This procedure fulfills the requirements of AR 345-900.

3. Preparation of WD AAF Form 127. Teletype instructions were issued to the effect that the WD AAF Form 127 would be consolidated by the airdrome group and the maintenance and supply group prior to forwarding to the servicing statistical control office. This decision was based on two factors. First, that the respective group commanders would require a consolidation for local use and, secondly, to relieve the statistical control office of the additional work load incurred by the receipt of the squadron reports. The commands thus far visited are of the opinion that the group commanders will not require consolidated reports for their own use and that there are insufficient personnel in group headquarters to perform the consolidation in time to meet the reporting deadlines. Action is being taken to amend the instructions and to authorize preparation of WD AAF Form 127 in the squadron. The consolidations necessary to meet the requirements of this Headquarters will be prepared in the statistical control office. Chiefs of statistical control offices should scrutinize their operations to determine whether or not a personnel augmentation may be required to handle the additional volume of work.

4. Organizing Base Units. Under the provisions of AAF Regulation 20-52 base units may be organized at wing stations for the purpose of assigning personnel engaged in certain miscellaneous functions. For example, personnel who are performing duty at a satellite station may be assigned to a base unit organized specifically to facilitate identification of these personnel. Further, the recommendation has been received that personnel at stations for the purpose of separation (non-effectives) and assembly station personnel (pipeline) be assigned to separate squadrons of the base unit for ease in identification and reporting. A base unit may be organized with a strength of one and one with separate squadrons for non-effectives, pipeline, and satellite personnel. These base units should be assigned to the major air command having jurisdiction over the installation and attached to the wing located at that installation.

5. Decentralization of Records. It is directed that action be taken to decentralize all basic records and reporting therefrom to squadron level. In some instances, it was found that functions, such as preparation of WD AAF Form 127, Morning Reports, and other basic records had not been

decentralized to squadron level in the newly activated groups, but were being prepared by the statistical officer in the airdrome group headquarters, contrary to the intent of the Wing Reorganization Plan (AAF Regulation 20-15).

6. Adherence to Personnel Authorizations. This Headquarters is aware of the fact that inequities may exist in the Tables of Distribution and Personnel Augmentation Lists in so far as the adequacy of personnel authorized to perform certain of the various functions is concerned. However, it is desired that these personnel authorizations be observed to the maximum extent practicable so that the degree of error may be ascertained during the service test period and appropriate recommendations forwarded to this Headquarters for action at the conclusion of such test period. However, in the event of major increase or decrease in work load, a request for change in Personnel Augmentation List authorization should be submitted promptly.

7. Civilian Personnel Authorizations. This Headquarters is aware of the fact that civilian personnel as authorized in some Personnel Augmentation Lists may not fit within the available funds by appropriation and project for the current fiscal year. To alleviate this situation the civilian personnel authorization will be fluid within the total civilian authorization for the wing and within available funds by project. However, in order to obtain a fair test of requirements, the total strength (military plus civilian) by squadron or activity should remain as established by the Personnel Augmentation List. This can be accomplished by a compensating shift of military personnel concurrently with an increase or decrease of civilian personnel by squadron or activity.

8. Continuance of Certain Functions. The question has been raised as to whether or not certain functions previously authorized as a primary duty and by a separate SSN would be continued since these SSN's have been omitted from the Tables of Distribution and Personnel Augmentation Lists; for example, information and education officer and ground safety officer. Such functions will continue, but will be assigned as additional duties and be monitored by the agency of primary interest.

9. Non-T/O Projection (AAF-SC-P91D). Authorizations by Tables of Distribution, including the Personnel Augmentation List thereto, are not to be included in subject report.

BY COMMAND OF GENERAL SPAATZ:

HOYT S. VANDENBERG
Lieutenant General, United States Army
Deputy Commander, Army Air Forces

HEADQUARTERS ARMY AIR FORCES
OFFICIAL
WASHINGTON, D.C.

OFFICIAL:

H. G. CULTON
Colonel, Air Corps
Air Adjutant General

GENERAL ORDER)
NO. 24)

HEADQUARTERS TWELFTH AIR FORCE
March Field, California, 8 August 1947

SECTION I

INACTIVATION OF UNITS

1. The following units will be inactivated by Commanding Officer, McChord Field, as of 2359, 14 August 1947.

Headquarters and Base Service Squadron, 460th Air Serv. Gp
878th Air Engineering Squadron
702nd Air Materiel Squadron

a. Concurrently with inactivation, the units are transferred to the control of the War Department.

b. Personnel will be absorbed in other units under the control of Commanding Officer, McChord Field, without loss in grade.

c. Equipment will be turned in to appropriate supply officer for disposition. Records will be disposed of by shipment to the Organization Records Branch, Records Administration Center, AGO, Building 102, St Louis, 20, Missouri, in accordance with provisions of TM 12-259 as amended.

2. Authority: Letter, Hq AAF, Wash D.C., 322 (AFCOR 11f), dated 28 July 1947, subj: "Designation and Organization of Hq & Hq Sq, 62nd Troop Carrier Wing and Certain Other AAF Units", and 1st indorsement thereto by Headquarters TAC. Letter, AG, AGAO-I 322 (23 July 1947) AFCOR (553e)-M, dated 24 July 1947, subj: "Reorganization of the Headquarters, 62nd Troop Carrier Group and Certain Other AAF Units Inactivation of Certain Army Air Forces Units."

SECTION II

ORGANIZATION AND ASSIGNMENT OF UNITS

1. The following unit having been designated and assigned to this command for station at McChord Field, Tacoma, Washington, will be organized as indicated, effective 15 August 1947.

Unit	AAF-TD-S	Authorized Strength Off	WO	EM	Civ	AGG
Hq & Hq Sq, 62nd Troop Carrier Wing	No. 1-2010-1 12 June 1947	21	0	53	0	74
	Plus cols 6 and 7 of Personnel Augmentation List	6	0	11	5	22
	Total	27	0	64	5	96

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a. Personnel will be furnished from 314th AAF Base Unit.

b. Pending establishment of appropriate equipment authorization tables, equipment is authorized in accordance with T/A 20-1, as amended, and Headquarters, Army Air Forces, Supplemental List of Equipment for Base Wing Troop Carrier.

c. Authority: Letter, Hq AAF, Washington, D.C., 322 (AFCOR 11f), dated 28 July 1947, subj: "Designation and Organization of Hq and Hq Sq, 62nd Troop Carrier Wing and Certain Other AAF Units", 1st indorsement thereto by Headquarters Tactical Air Command, and W.D. Circular 161,1947.

2. The following units having been designated and assigned to this command are further assigned to the Troop Carrier Wing, and will be organized by the Commanding General thereof, at McChord Field, Tacoma, Washington, effective 15 August 1947 as indicated below:

Unit	AAF-TD-S	Authorized Strength				
		Off	WO	EM	Civ	Agg
Hq, 62nd Maintenance & Supply Gp	No. 1-1022, 12 Jun 47	5	0	10	0	15
	Plus cols 8 and 9 of Personnel Augmentation List	0	0	2	2	4
	TOTAL	5	0	12	2	19
Maintenance Sq, 62nd Maintenance & Supply Gp	No. 1-1827, 12 Jun 47	9	0	215	0	224
	Plus cols 10 and 11 of Personnel Augmentation List	6	0	78	109	193
	TOTAL	15	0	293	109	417
Supply Sq, 62nd Maintenance & Supply Gp	No. 1-1828, 12 Jun 47	4	0	82	0	86
	Plus cols 12 and 13 of Personnel Augmentation List	4	0	21	29	54
	TOTAL	8	0	103	29	140

Unit	AAF-TD-S	Authorized Strength				
		Off	WO	EM	Civ	Agg
Hq & Hq Sq, 62nd Airdrome Gp	No. 1-1042, 12 Jun 47	11	0	44	0	55
	Plus cols 14 and 15 of Personnel Augmentation List	18	0	47	28	93
	TOTAL	29	0	91	28	148
Squadron A, 62nd Airdrome Gp	No. 1-1043, 12 Jun 47	3	0	51	0	54
	Plus cols 16 and 17 of Personnel Augmentation List	1	0	10	1	12
	TOTAL	4	0	61	1	66
Squadron B, 62nd Airdrome Gp	No. 1-1044, 12 Jun 47	4	0	71	0	75
	Plus cols 18 and 19 of Personnel Augmentation List	0	0	6	1	7
	TOTAL	4	0	77	1	82
Squadron C, 62nd Airdrome Gp	No. 1-1045, 12 Jun 47	4	0	71	0	75
	Plus cols 20 and 21 of Personnel Augmentation List	0	0	2	86	88
	TOTAL	4	0	73	86	163
Squadron D, 62nd Airdrome Gp	No. 1-2046, 12 Jun 47	5	0	97	0	102
	Plus cols 22 and 23 of Personnel Augmentation List	1	0	21	0	22
	TOTAL	6	0	118	0	124
Squadron E, 62nd Airdrome Gp	No. 1-2047, 12 Jun 47	4	0	132	0	136
	Plus cols 24 and 25 of Personnel Augmentation List	2	0	23	0	25
	TOTAL	6	0	155	0	161

Unit	AAF-TD-S		Authorized Strength			
		Off	WO	EM	Civ	Aggr
Squadron F, 62nd Airdrome Gp	No. 1-1048, 12 Jun 47	2	0	61	0	63
	Plus cols 26 and 27 of Personnel Augmentation List	1	0	35	1	37
	TOTAL	3	0	96	1	100
62nd Station Medical Gp	No. 1-1050, 12 Jun 47	18	0	61	0	79
	Plus cols 28 and 29 of Personnel Augmentation List	4	0	12	4	20
	TOTAL	22	0	73	4	99

a. Necessary personnel will be furnished from sources under the control of Commanding General, 62nd Troop Carrier Wing.

b. Pending establishment of appropriate equipment authorization tables equipment is authorized in accordance with Section II of T/O & E's 1-452R, 1-457R, and 1-458R, 5 March 1945, with one change each.

c. Authority: Same as Section II, paragraph 1c.

3. The following units are assigned to 62nd Troop Carrier Wing effective 15 August 1947.

62nd Troop Carrier Group and asgd Sqds.
4th Depot Unit, Army

SECTION III

REORGANIZATION AND REDESIGNATION OF UNITS

1. The following units will be reorganized by the Commanding General, 62nd Troop Carrier Wing, effective concurrently with the activation of the 62nd Troop Carrier Wing as indicated.

Unit	T/O & E	Authorized Strength		
		Off	WO	EM
Hq, 62nd Troop Carrier Gp	1-312R, 5 Mar 45, as Modified by Cl T/O & E 1-312R (1 x Colm 4)	15	1 (each)	28
4th & 8th Troop Carrier Sq	1-317R, 5 Mar 45, as Modified by Cl T/O & E 1-317R (1 x Colm 4)	76	0 (each)	111

a. Necessary personnel will be furnished from sources under the control of Commanding General, 62nd Troop Carrier Wing. Personnel rendered surplus will be absorbed in other units under his control without loss in grade.

b. Equipment is authorized in accordance with appropriate columns of Section II, Cl, T/O & E 1-312R and T/O & E 1-317R.

2. Pursuant to authority contained in WDAGO Letter AGAO-I 322 (23 July 1947) AFCOR (553e)-M, dated 21 July 1947, subj: as above, the 414th AAF Base Unit (Sep. Pt.) is redesignated the 414th AAF Base Unit (Assembly, Processing, and Separation) effective concurrently with activation of 62nd Troop Carrier Wing.

3. When actions directed herein have been accomplished, a report indicating the dates and station thereof will be submitted to War Department Adjutant General, Washington 25, D.C. (Attn: AGAO-I) and the Army commanders concerned.

4. Two copies of reports together with five copies of all orders will be forwarded through channels to Headquarters Tactical Air Command.

5. Obligate to the extent necessary the appropriate allotments in accordance with Circular No. 143, WD, 1947.

BY COMMAND OF BRIGADIER GENERAL BARCUS:

WILLIAM A. MATHENY
Brigadier General, USA
Chief of Staff

OFFICIAL:

M. S. Tilghman

M. S. TILGHMAN
Lt. Col, AGD
Adjutant General

X ile and K.

AIR BASE HEADQUARTERS
McChord Field, Washington

GENERAL ORDERS) :
NUMBER 5)

13 August 1947

SECTION I

INACTIVATION OF UNITS

1. The following units are inactivated as of 2359, 15 August 1947.

Headquarters and Base Service Squadron, 460th Air Service Group
702d Air Materiel Squadron
878th Air Engineering Squadron

a. Concurrently with inactivation, above units are transferred to the control of the War Department.

b. Personnel will be absorbed in other units under the control of this headquarters.

c. Equipment will be turned in to appropriate supply officer for disposition. Records will be disposed of by shipment to the Organization Records Branch, Records Administration Center, AGO, Building 102, St. Louis, 20, Missouri, in accordance with provisions of TM 12-259, as amended. Cost of shipping records will be charged to 2182409 802-7556 P 415-03 S45-011.

2. Authority: Section I, General Orders No. 24, Headquarters Twelfth Air Force, 8 August 1947, and Letter, Hq AAF, Wash. D.C., 322 (AFCOR 11f), dated 28 July 1947, subj: "Designation and Organization of Hq & Hq Sq, 62d Troop Carrier Wing and Certain other AAF Units", and 1st Indorsement thereto by Headquarters TAC. Letter, AG, AGAO-I 322 (23 July 1947) AFCOR (553e)-M, dated 24 July 1947, subj: "Reorganization of the Headquarters, 62d Troop Carrier Group and Certain other AAF Units Inactivation of Certain Army Air Forces Units".

SECTION II

ORGANIZATION OF UNITS

1. The following unit, having been designated and assigned to this station, will be organized as indicated, effective 15 August 1947.

Unit	AAF-TD-S	Authorized Strength Off	WO	EM	Civ	Agg
Hq & Hq Sq, 62d Troop Carrier Wing	No. 1-2010-1 12 June 1947	21	0	53	0	74
	Plus cols 6 & 7 of Personnel Augmentation List	6	0	11	5	22
	Total	27	0	64	5	96

a. Necessary personnel will be furnished from the 314th AAF Base Unit.

b. Pending establishment of appropriate equipment authorization tables, equipment is authorized in accordance with T/A 20-1, as amended, and Headquarters, Army Air Forces, Supplemental List of Equipment for Base Wing Troop Carrier.

c. Authority: Section II, General Orders No. 24, Headquarters Twelfth Air Force, 8 August 1947, and Letter, Hq AAF, Washington, D.C., 322 (AFCOR 11f), dated 28 July 1947, subj: Designation and Organization of Hq & Hq Sq, 62d Troop Carrier Wing and Certain other AAF Units", 1st Indorsement thereto by Headquarters Tactical Air Command, and WD Circular 161, 1947.

BY ORDER OF COLONEL KOLB:

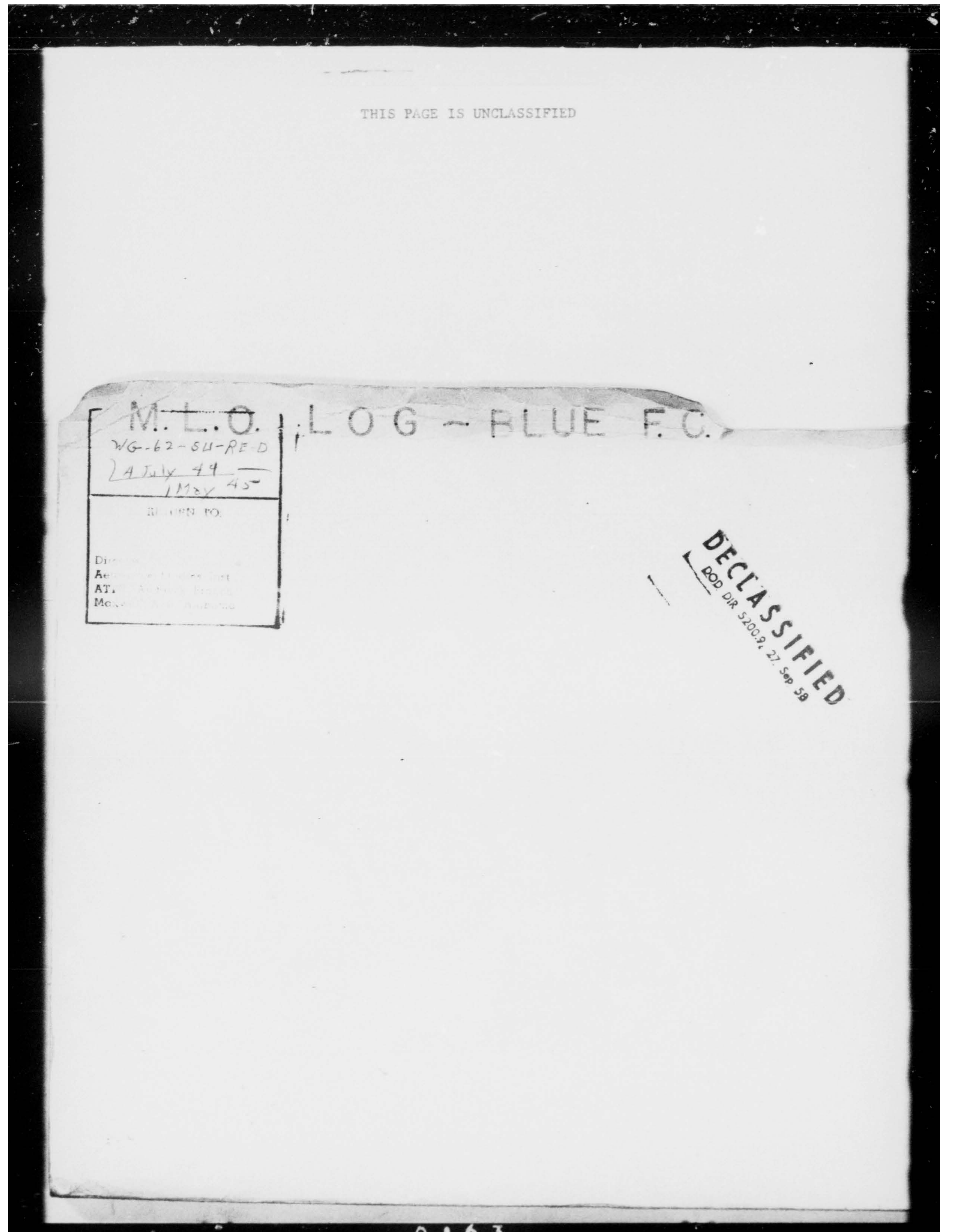
A. W. BLEDSOE
Major, Air Corps
Adjutant

OFFICIAL:

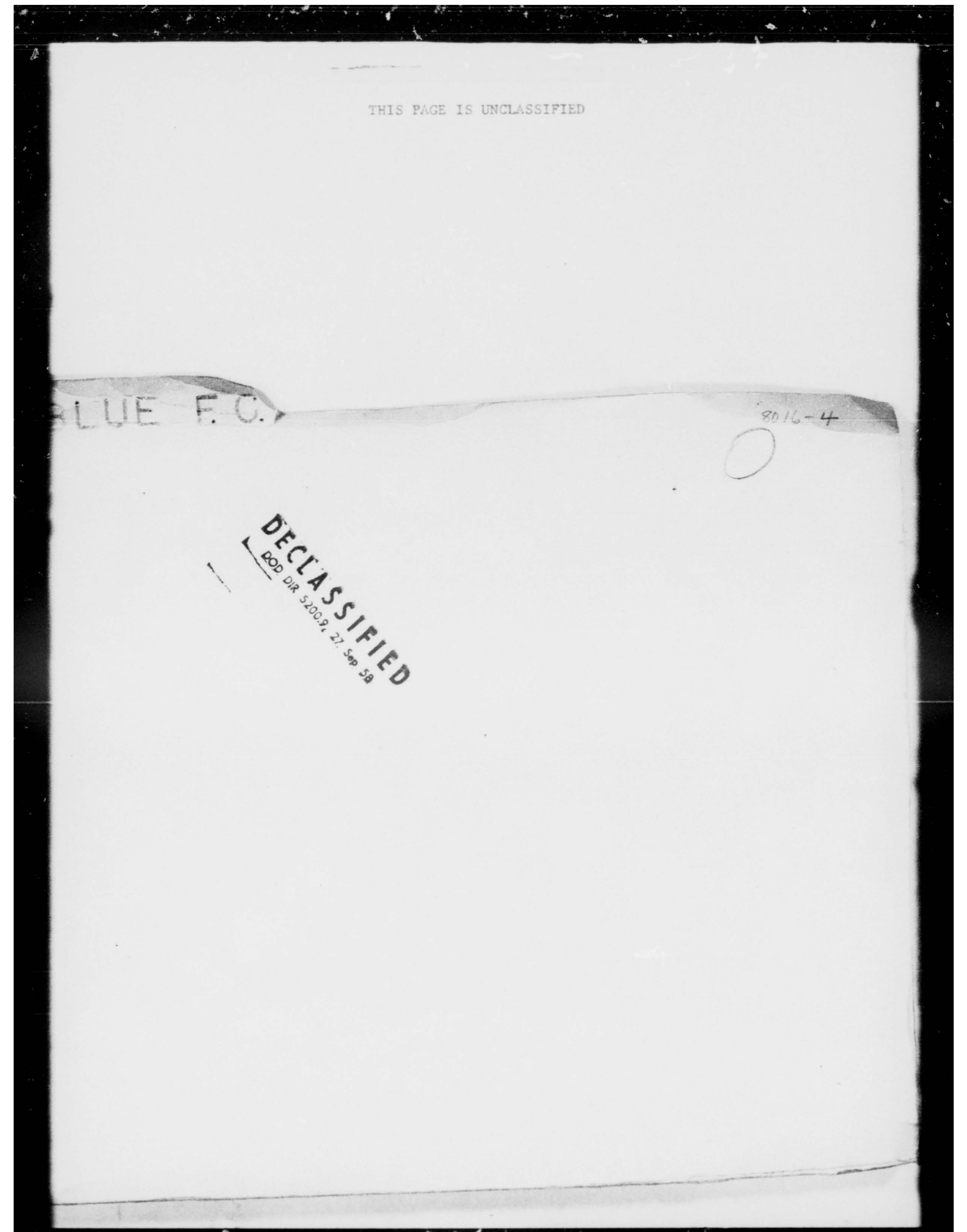
A W Bledsoe

A. W. BLEDSOE
Major, Air Corps
Adjutant

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S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-GMP/ASA

APO 650, U.S. ARMY
1 MAY 1945

M.L.O. LOG FOR 0500, 30 APRIL TO 0500, 1 MAY 1945.

0500 LT. MIRENDA ON DUTY.

0800 LT. STAHLS ON DUTY.

1230 LT. RAY ON DUTY.

1240 ATTEMPTS MADE TO CONTACT 8TH S.A.A.F. TO OBTAIN MISSION DIRECTIVE WITH NO SUCCESS.

1800 LT. STAHLS ON DUTY.

2400 LT. RAY ON DUTY.

NO FURTHER ENTRIES BEFORE 01/0500.

S3/1217

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S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U. S. ARMY
30 APRIL 1945

M.L.O. LOG FOR 0500, 29 APRIL TO 0500, 30 APRIL 1945.

0500 LT. PIERCE ON DUTY.

0800 LT. RAY ON DUTY.

1230 LT. MIRENDA ON DUTY.

1525 LANDLINE TO 8 S.A.A.F. OPERATIONS IN.

1535 LAID DOWN PROCEDURE FOR 8 S.A.A.F. OPERATIONS TO CALL MOVEMENTS SECTION ON ALL TAKEOFFS AND LANDINGS OF MISSION AIRCRAFT. THESE TO BE CALLED TO "CITADEL" (WAR ROOM) ON F/M.

1800 LT. RAYON DUTY.

2306 414 AND 416 SQDNS NIGHT PROGRAM RECEIVED. COPY OF WORKSHEET GIVEN CONTROLLER.

0001 LT. MIRENDA ON DUTY.

0345 47 BOMB GP PROGRAM RECEIVED. LARGE PORTION UNDECIPHERABLE. NOT TOO MUCH ASSISTANCE IN ITS LATE RECEIPT. T.O.O. 291915B.

0412 64 TROOP CARRIER GROUP INTENTIONS FOR LAST EVENING RECEIVED. TIME OF ORIGIN -- 291500B.

NO FURTHER ENTRIES BEFORE 0500.

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-GMP/ASA

APO 650, U.S. ARMY
29 APRIL 1945

M.L.O. LOG FOR 0700, 28 APRIL TO 0500, 29 APRIL 1945.

0700 LT. MIRENDA ON DUTY. BLUE SECTOR OPERATIONS, BOLOGNA, COMMENCING.
0800 ONLY COMMUNICATIONS AVAILABLE IS OPERATIONS FOX/MIKE LINK, CONNECTING THE FOLLOWING:

BLUE F.C.S., CALLSIGN	"FAINTING"
WAR ROOM (62 F.W.)	"CITADEL"
F.D.P. #2 (15 F.C.S.)	"CUTHBERT"
WHITE F.C.S.	"DARKGREEN"

0810 VICTOR HOW FOX CALLSIGN BOLOGNA AIRDROME CONTROL TOWER: "FOUNDER".
0920 REQUESTED WHITE SECTOR MLO GIVE CONDENSED PICTURE OF OVERALL DAY OPERATIONS VIA FOX/MIKE LINK, AND NOTE SUBSEQUENT ADDITIONS AND/OR CHANGES IN PROGRAM, AS THEY OCCUR.
1020 RECEIVED SERIES OF MOVEMENTS MESSAGES VIA F/M FROM "DARKGREEN" ENCODED WITH 62ND FIGHTER WING TELECODE.
1030 TO REDUCE TRAFFIC ON F/M LINK, REQUESTED MLO, WHITE (DARKGREEN) TO CALL MOVEMENTS EVERY THIRTY (30) MINUTES, HERE AT BLUE F.C.S.
1040 MESSANGER BEING SENT TO 8 SAAF TO OBTAIN COPY OF XXII TAC DIRECTIVE FOR DAY. EFFORT WILL BE MADE TO HAVE THIS DIRECTIVE DELIVERED DIRECTLY TO BLUE SECTOR HEREAFTER.
1200 REQUESTED LANDLINE TO 8 S.A.A.F. AT BOLOGNA AIRDROME, WHICH IS PROMISED AS SOON AS POSSIBLE. (TIED IN WITH OPS B).
1205 WHITE FIGHTER SECTOR REPORTED TO CLOSE DOWN OPERATIONS IN NEAR FUTURE. FURTHER DETAILS TO FOLLOW.
1210 WAR ROOM ("CITADEL" ON F/M) VOLUNTEERING MOVEMENT DATA ON AIR/ORDERS (A/O'S). REQUESTING WAR ROOM REFRAIN FROM PASSING MOVEMENTS UNTIL DEFINITE PROCEDURE ESTABLISHED.
1220 WAR ROOM REQUESTS ALL LANDINGS AND TAKE-OFFS FROM 8 SAAF WHEN L/L IS ESTABLISHED TO THEIR OPERATIONS. THIS WILL BE PROCEDURE.
1230 WHITE MLO (DARKGREEN) TO REMAIN OPERATIONAL FOR COMMUNICATIONS PURPOSES REMAINDER OF DAY FOR OUR BENEFIT. (SEE ITEM 9/1205, PREVIOUS).
1230 LT. PIERCE ON DUTY.
1800 LT. MIRENDA ON DUTY. ALLOTMENT OF SERIAL NUMBERS TO TRACKS FOR THIS SECTOR WILL INCLUDE 800 TO 870. FDP #2 WILL USE 871 TO 899, INCLUSIVE.
1920 SUGGESTED NEW IFF BOUNDARY DESIGNATION FROM HIGHER HEADQUARTERS. CAPT. BESTOR REQUESTED THIS BE REFERRED TO MAJOR HILL BUT F/M LINK TO WAR ROOM NOT OPERATIONAL AT PRESENT.
2015 MESSAGE RECEIVED FOR ACTION BY WAR ROOM.
2359 LT. PIERCE ON DUTY.
NO FURTHER ENTRIES BEFORE 29/0500.

S3/1206

SECRET

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
24 APRIL 1945

MLO LOG FOR 0500, 23 APR '45 TO 0500, 24 APR '45.

0500 LT PIERCE ON DUTY.
0600 NEGATIVE RECCE SIGNAL SENT TO XXII TAC AND 62 FTR WG.
0745 LT RAY ON DUTY.
1100 LT MIRENDA ON DUTY
1400 LT RAY ON DUTY
1630 LT BROOKS ON DUTY
1800 WAR ROOM NOTIFIED TO NOTIFY AFFILIATED SOURCES OF INFORMATION IE: BASE OPS, 8TH SAAF, 350TH, 47TH BOMB GP, ETC. THAT BLUE SECTOR HAS CLOSED DOWN AT 1800 HOURS THIS DATE.
1801 NEGATIVE RECCE SIGNAL SENT XXII TAC & 62ND FTR WG.
1803 BLUE SECTOR MOVEMENTS CLOSED DOWN THIS SITE. NOTHING FOLLOWS. HCB.

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S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ass

APO 650, U S Army
23 April 1945

M.L.O. LOG FOR 0500, 22 APRIL TO 0500, 23 APRIL 1945.

0500 Lt. Ray on duty.

0600 Negative recce signal sent to XXII T.A.C. and 62nd Ftr Wg.

0630 350th and 8th SAAF stood by due to base weather.

0745 Lt. Miranda on duty.

1220 Carpi and Modena in Allied hands, reported.

1230 Lt. Pierce on duty.

1800 Lt. Ray on duty.

1803 Negative recce signal sent to XXII T.A.C. and 62nd Ftr Wg.

2236 R-937, 1 a/c west in OB-2510.

2245 R-292, 1 a/c N.E. in oB-2411.

2246 A-940 S.E. in oB-2316, 1 a/c showing code VI.

2301 R-977, 1 a/c east in oB-1619.

2314 R-977 made F-977 in OF-3959 now showing code VI and fixed as F/D 40.

2400 Lt. Pierce on duty.

No further remarks before 23/0500B.

33/1169

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S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY
22 APRIL 1945

BLC LOG FOR 21, APRIL '45 TO 0500, 22 APRIL '45.

0500 LT MIRENDA ON DUTY.
0500 NEGATIVE RECCO REPORT SUBMITTED ON HOSTILE ACTIVITY.
0745 LT BROOKS ON DUTY.
0746 XXII TAC OPS FLYING STAND [illegible] BY DUE WEATHER.
1230 LT RAY ON DUTY.
1324 X-332 EASTING 080407. 2 A/C AT 14000'.
1325 X-332 CHANGED TO S-332 BY WHITE SECTOR. 2 A/C AT 14,000' IN 08-0220.
1620 350TH AND 57TH GROUPS COMMENCING OPERATIONS.
1800 NEGATIVE ENEMY RECCO REPORT SUBMITTED.
1800 LT MIRENDA ON DUTY.
1950 47TH BOMB GROUP CANCELLING ALL ORIGINAL TARGETS FOR TONIGHT AND ALL AIRCRAFT TO EXECUTE ARMED RECCES NORTH OF PO RIVER AND PO RIVER CROSSINGS.
1955 BOMB LINE FOR NIGHTS OPERATIONS "BOMB LINE ALONG 45 EASTING TO 90 NORTHING AND DUE EAST ALONG 90". WEST OF L45 AND NORTH OF L90 (MILITARY) CAN BE BOMBED--WAR ROOM.
2335 "GRASSNECK 21" REPORTS TWO EXPLOSIONS IN MODENA AREA.
2400 LT RAY ON DUTY.
NO FURTHER REMARKS BEFORE 0500.

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SECRET

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KN

APO 650, US ARMY
21 APRIL 1945

MLO LOG FOR 0500, 20 APR '45 TO 0500, 21 APR '45

0500 LT. BROOKS ON DUTY.
0615 LT. ZILLER ON DUTY.
1112 X-037, ONE A/C, NOT SHOWING, ANGELS 21, GOING SOUTH IN OF-4213. CONTROLLER SCRAMBLED.
1116 FOURSQUARE 23 CALLED IN, PASSING THRU OUR AREA. CHANGED X-037 TO F-037.
1230 LT. RAY ON DUTY.
1615 WAR ROOM INFORMS CONTROLLER THAT 3 UNIDENTIFIED A/C STRAFED IN OA-0426 AT 1552B HOURS. UNABLE TO TIE IN ANY HOSTILE TRACKS.
1300 LT. BROOKS ON DUTY.
1303 NEGATIVE RECCE REPORT FILED, XXII TAC AND WAR ROOM. SIMILAR REPORT FILED SAME ADDRESSEES AT 0604 HOURS THIS DATE BUT LOG ENTRY FOR THAT TIME OMITTED.
0001 LT. MIRENDA ON DUTY.
0110 ALL FLYING CANCELLED FOR NIGHT'S OPERATIONS DUE TO WEATHER. NO FURTHER ENTRIES BEFORE 0500 HOURS.

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S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/[illegible]

APO 650, US ARMY
20 APRIL 1945

MLO LOG FOR 0500, 19 APR '45 TO 0500, 20 APR '45

0500 LT ZILLER ON DUTY.
0600 NEGATIVE ENEMY RECCE SIGNAL SENT TO XXII TAC & 62ND FW.
0745 LT PIERCE ON DUTY.
1230 LT BROOKS ON DUTY.
1230 350TH AND 5TH SAAF STANDING BY DUE WEATHER. 5TH SAAF HAS FLOWN NO MISSIONS THIS AM TO PRESENT TIME; SAME REASON.
1230 BUZZARD FIGHTERS IDENTIFIED THEMSELVES AS P-51'S OVER R/T MAKING CONTACT WITH MOLEHILL AND MIGRAIN (C-47'S). NO MOVEMENTS RECEIVED CONCERNING FIGHTER COVER. FROM CALLSIGN THESE FIGHTER A/C BELONG TO 15TH AF.
1600 NEGATIVE RECCO REPORT FILED XXII TAC & 62ND FTR WG.
1600 LT ZILLER ON DUTY.
2400 LT BROOKS ON DUTY.
NO FURTHER REMARKS BEFORE 0500.

S3/1141 S E C R E T

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S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-188/KM

APO 650, US ARMY
19 APRIL 1945

MLO LOG FOR 0500, 18 APR TO 0500, 19 APR '45.

0500 LT. PIERCE ON DUTY.
0600 NEGATIVE ENEMY RECCE SIGNAL SENT TO XXII TAC & 62ND FW A-2.
0745 LT. MAY ON DUTY.
0800 5TH SAAF STANDING BY DUE TO WEATHER.
1230 LT. ZILLER ON DUTY.
1645 WAR ROOM CONTROLLER, CAPT ELLENBOGEN, REPORTS THAT HEREAFTER ALL 414TH SQDN & 416TH SQDN SCHEDULES WILL BE PASSED, BY THE WAR ROOM TO 63D WING.
1648 CANCEL ABOVE ENTRY #277. THIS IS NOT TO BE DONE BY WAR ROOM AFTER ALL--DUE TO MECHANICAL AND VARIOUS OTHER REASONS.
1800 NEGATIVE ENEMY RECCE SIGNAL SENT TO XXII TAC & 62ND FW.
1800 LT. PIERCE ON DUTY.
2042 HOSTILES--934 AND 936, EACH 1 A/C, PASSED FROM WHITE SECTOR COMING SOUTH IN OA5050 AREA. HOSTILES CONT'D SOUTH FOR 20 MILES THEN SWUNG EAST TOWARDS BOLOGNA. BOTH TRACKS CHANGED TO B-BOMBER BY WHITE MLO. GROSSETO A-20'S.
2400 LT. ZILLER ON DUTY.
NO FURTHER REMARKS BEFORE 0500.

S3/1132

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING [illegible]
([illegible] FIGHTER CONTROL)

APO 650, US ARMY
18 April 1945

ALO LOG for 0500, 17 Apr '45 to 0500, 18 Apr '45.

0500 Lt. Ray on duty.
0605 Negative enemy Recco signal sent to A-2 XXII TAC and 62nd Ftr.
0745 Lt. Miranda on duty.
1215 Visuals reported on several C-47 transports in area. No movement.
1225 [illegible] Wing, checking flying control, informs (17) C-47's from 64 Troop Carrier Wing airborne, destination unknown. No signal received. Called [illegible] operations, after negative report from War Room.
1230 Drop missions to North. Reported by 64 T.C. [illegible].
1230 Lt. Pierce on duty.
1530 Signal KA 345--62 Ftr Wing "Forward Director Post No. 2 assigned[illegible] numbers Nine Seven Zero (970) to Nine Nine Nine ((999)) inclusive. effective Zero Eight Zero Zero April 18.
1530 A-801, A/C going SW in OA 0006, not showing. Angels 9,000. "Leper Yellow" scrambled from Pontedera. Track confused with Recco track in same area. Several visuals on cub. A-801 changed to A-Army. "Lepper" Yellow" recalled.
1800 Lt. Ray on duty.
1805 Negative enemy recco signal sent to XXII TAC & 62nd Ftr Wg A-2.
2400 Lt. Pierce on duty.
No further remarks before 0500.

83/1123 S E C R E T

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S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-[illegible]/K[illegible]

APO 650, US ARMY
17 APRIL 1945

MLO LOG FOR 0500, 16 APR '45 TO 0500, 17 APR '45.

0500 LT. MIRENDA ON DUTY.
0505 NEGATIVE ENEMY RECCE REPORT SUBMITTED A-2, XXII TAC &
62ND FW.
0745 LT. BROOKS ON DUTY.
0908 X-940 GOING SO [illegible] 0A5057, 2 A/C NOT SHOWING, CONTROLLER
SCRAMBLED.
0916 X-940 CHANGED TO B FOR PAL BY WHITE.
1105 6 SAAF STANDING BY DUE WEATHER.
1205 350TH & 57TH FTR GP STANDING BY DUE WEATHER.
1230 LT. RAY ON DUTY.
1300 NEGATIVE ENEMY RECCE REPORT SUBMITTED A-2, XXII TAC &
62ND FW.
1800 LT. MIRENDA ON DUTY.
2117 WHITE SECTOR REPORTS "ONE AIRCRAFT WITH ENGINE ON FIRE
IN OBOE BAKER GRID SQUARE (15 AF EFFORT, ATTACK ON CASA
LECCHIO SCHEDULED FOR 2100 HOURS, THIS DATE).
2400 LT. RAY ON DUTY.
NO FURTHER REMARKS BEFORE 0500.

S3/1118

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KH

APO 650, US ARMY,
16 APRIL 1945.

MLO LOG FOR 0500, 15 APRIL TO 0500, 16 APRIL 1945.

0500 LT. BROOKS ON DUTY.
0745 LT. ZILLER ON DUTY.
0920 X-343, 1 A/C AT A30, GOING SW IN CA1042.
0924 X-343 NOW IN OF5739, GOING SOUTH AT 310 MPH.
0926 X-343 TURNED BACK NORTHWEST, NOW IN DA0432.
0934 X-343 NOW GOING SOUTH IN OF5038, SPEED 360 MPH.
0936 X-343 NOW GOING NORTHWEST AGAIN IN DA0633.
0941 X-343 CHANGED TO R-343. IDENTIFIED AS SHARPY 23. AT NO TIME HAS THIS A/C BEEN SHOWING IFF.
1130 334 REPORTS NO OPERATIONS TONIGHT.
1230 LT. MIRENDA ON DUTY.
1612 X-393 APPEARED AT 25,000', 1 A/C, GOING SOUTH IN DA1455. CALLED "SHARPIE 63" AND FIXED HIM OVER PERETOLA BASE. CHANGED BY WHITE MLO TO R-393 AT 1615B AS TRACK PROCEEDED EAST INTO THEIR AREA. NO IFF INDICATED, TO FIVE PLOTTING STATIONS.
1743 AIR ORDER #71--4 P-47'S, 57 GROUP "HITCHHIKE LEADER" AIRBORNE AT 1605B JUST BEING RECEIVED BY BLUE MOVEMENTS. COMMUNICATIONS ERRATIC CAUSING THIS DIFFICULTY ALL AFTERNOON WITH THIS GROUP'S MISSIONS.
1800 LT. BROOKS ON DUTY.
1802 NEGATIVE REPORT ON ENEMY RECCE ACTIVITY SUBMITTED A-2'S, XXII TAC & 62 WING.
2359 LT. MIRENDA ON DUTY.
0230 414TH AND 416TH SQUADRONS STANDING DOWN DUE TO WEATHER. NO FURTHER REMARKS BEFORE 0500.

S3/1112

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
15 APRIL 1945.

M.L.O. LOG FOR 0500, 14 APRIL TO 0500, 15 APRIL 1945.

0500 LT. ZILLER ON DUTY.

0600 NEGATIVE HOSTILE RECCE SIGNAL SENT XXII T.A.C. AND 62 FTR. WG.

0800 LT. PIERCE ON DUTY.

1054 X-962, 1 A/C COMING SOUTH, OA-2224, NOT SHOWING. CONTINUED SOUTH, ORBITED IN LA SPEZIA AREA, THEN SOUTH AGAIN. "LEPER YELLOW" SCRAMBLED FROM PONTEDERA AND "CRYSTAL RED" FROM ROSIGNANO. BOTH SECTIONS REPORTED VISUALS ON B-24'S, SPITFIRES, AND P-38 BUT UNABLE TO MAKE POSITIVE IDENT ON THE X-RAID. X-TRACK CONTINUED SOUTH, PASSED IN TO 330 WING AREA WHERE THEY REPORTED IFF AT OF-2641 AND CHANGED IDENT TO P-PAL 962.

1230 LT. BROOKS ON DUTY.

1412 X-866 GOING SOUTH IN NJ-5836, 1 A/C, NOT SHOWING, NO ANGELS. CONTROLLER SCRAMBLED.

1414 X-866 CHANGED TO F-866 IN NJ-4748, NOW SHOWING CODE 1. IDENT BY 330 WING AS CRYSTAL BLACK SECTION. 4 A/C IN THIS FLIGHT AND NOT ON OUR CHANNEL. UNABLE TO AVERT SCRAMBLE.

1800 LT. ZILLER ON DUTY.

2359 LT. BROOKS ON DUTY.

NO FURTHER ENTRIES BEFORE 15/0500.

S3/1106

S E C R E T

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S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
14 APRIL 1945.

MLO LOG FOR 0500, 13 APR '45 TO 0500, 14 APR '45.

0500 LT. PIERCE ON DUTY.
0600 NEGATIVE HOSTILE RECCE SIGNAL SENT XXII TAC AND 62 F.W.
0745 LT. RAY ON DUTY.
0750 WAR ROOM L/L SERVICEABLE.
0822 FROM WAR ROOM: "002 DEG ON ONE BANDIT". FROM USUAL SOURCE.
1230 LT. ZILLER ON DUTY.
1300 NEGATIVE HOSTILE RECCE SIGNAL SENT XXII TAC AND 62 FTR WING.
1800 LT. PIERCE ON DUTY.
2400 LT. ZILLER ON DUTY.
NO FURTHER REMARKS BEFORE 0500.

S3/1091

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRF/km

APO 650, US ARMY,
13 April 1945.

BLO LOG FOR 0500, 12 Apr '45 to 13 Apr '45, 0500.

0500 Lt. Ray on duty.
0600 Negative hostile Recce Signal sent to XXII TAC & 62 FW.
0745 Lt. Mirenda on duty.
R-905 appeared at GA3013 at 10528 at speed exceeding 350
MPH. There was no IFF and didn't show until two miles north
of Pisa base. Strenuous objection is raised, when learning
identity on fix of "Sharpy 67", for these reasons:
(1) No. IFF to Blue & White Stations.
(2) Irregular course of return flight coming straight
for Pisa at excessive height, 20,000 feet.
(3) No calls to "Bacon" or "Cooler" to warn of its
approach. If lost, help could be rendered giving
steer to Peretola Base.
White Sector passed above to photo-recce unit
operations and warning to be relayed to pilots
violating.

1230 Lt. Pierce on duty.
1800 Lt. Ray on duty.
1803 Negative hostile recce signal sent to XXII TAC & 62 FW.
1805 War Room L/L US.
2400 Lt. Pierce on duty.
No further remarks before 0500.

S3/1081

S E C R E T

SECRET

HEADQUARTERS
62ND FIGHTER WING SCT-HRP/SM
(BLUE FIGHTER CONTROL)

APO 650, US ARMY,
12 APRIL 1945.

MLO LOG FOR 0500, 11 APR '45 TO 0500, 12 APR '45.

0500 LT. MIRENDA ON DUTY.
0745 LT. ZILLER ON DUTY.
0850 H-20, 1 A/C AT ANGELS 29, SPEED 450 MPH ENTERING OUR AREA FROM THE EAST AT OB1901. WHITE SECTOR FIGHTERS IN PURSUIT.
0905 H-20 OUTRAN WHITE'S FIGHTERS AND WAS LAST PLOTTED GOING NORTH AT OA4311, SPEED 450 TO 500 MPH.
1226 H-945 3+ A/C ANGELS 30 FLYING SE IN NE 3759.
1227 ANGELS NOW 21 ON H-945.
1230 LT. RAY ON DUTY.
1231 H-945 MADE X-945 BY THIS SECTOR. CHECK WITH WHITE SECTOR REVEALED TRACK HAS NEVER BEEN HOSTILE; HAD BEEN PASSED AS "BOGIE".
1247 X-945 CHANGED TO B-945 WHEN SCRAMBLE SECTION GOT VISUAL ON 13 B-24'S. PRESUMABLY FOGGIA BASED AND NEVER SHOWED.
1620 NO 334 WG OPNS OUR AREA NIGHT 11-12 APRIL.
1800 NEGATIVE REPORT ON HOSTILE ENEMY RECCE ACTIVITY SUBMITTED A-2'S, XXII TAC & 62 FW.
1800 LT. MIRENDA ON DUTY.
1805 QUITE UNOFFICIALLY, IT IS UNDERSTOOD 57TH BOMB WING HAS MOVED ITS HEADQUARTERS, AIRCRAFT AND PERSONNEL TO FANO, ITALY, WHERE OPERATIONS WERE TO COMMENCE 1200 HOURS, 7 APRIL '45. H/F AND W/T CALLSIGNS UNCHANGED.
1834 X-830 APPEARED AT OBOE ABLE 1055--NO IFF. LEPER YELLOW SCRAMBLED AT 1838B, AIRBORNE AT 1840B "MILLWHEEL 53" AT 1839B, WEATHER RECCE FROM GROSSETTO, WITH NO RESPONSE. TRACK ORBITTING IN OA1304. TRACK MOVED TO OBOE BAKER 0802 AT 1848B. NOW, AT 1850B, ORBITTING AT OB1305. AT 1852B, 338 WING OPINED TRACK SPURIOUS ECHO. X-830 WAS REMOVED FROM BOARD AT 1905B, NO CONTACT BEING MADE BY THE FIGHTERS.
2022 X-924 APPEARED COMING SOUTH AT OB5501. MADE H-924 AT OB 3039. AT 2036, SHOWING 11,000 AT 2039B. TRACK CONTINUED OFF BOARD TO EAST.
2052 H-279 AT OB2942 REAPPEARED AT 2052B, PRESUMABLY SAME TRACK AS H-924, STOOGING IN BOLOGNA AREA TO EAST.
2055 "ITALY BASE RECCE DUE" NO FURTHER DETAILS (TOO 2009 A).
2240 UNIDENTIFIED NAVAL CRAFT AT SEA, OFF LEGHORN, BEING FIRED UPON BY COASTAL DEFENSES--WAR ROOM.
2400 LT. RAY ON DUTY.
NO FURTHER REMARKS BEFORE 0500.

THIS PAGE IS DECLASSIFIED IAW EO 13526

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-480/KM

APO 650, US ARMY,
11 APRIL 1945.

MLO LOG FOR 0500, 10 APR '45 TO 0500, 11 APR '45.

0500 LT. ZILLER ON DUTY.
0745 LT. BROOKS ON DUTY.
0915 X-338 GOING S. EAST IN NE4535, 3+ A/C, NOT SHOWING AT 30+ ANGELS. CONTROLLER SCRAMBLED. NO MOVEMENTS ON HAND SHOWING THIS NUMBER A/C DUE IN THE AREA OF TRACK.
0921 X-338 CHANGED TO F-338 IN NE2047, NOW SHOWING CODE I, ANGELS DECREASED TO 20. ASSUMED TO BE MINEFIELD IVORY (4 A/C) RETURNING FROM WEATHER RECCO. UNABLE CONTACT ON R/T AT BEGINNING OF TRACK. MOVEMENTS GAVE NO AREA FOR THESE A/C BEYOND NORMAL WEATHER RECCO. CONTROLLER UNABLE TO AVERT SCRAMBLE.
0926 F-338 FURTHER IDENTIFIED BY US1015 VISUALLY AS 4 P-47'S.
1230 LT. MIRENDA ON DUTY.
1500 LT. ZILLER ON DUTY.
2132 ON APR 11TH AT 1000 HOURS, 10 ROUNDS OF 90 MM ACK ACK WILL BE FIRED IN L795151--RANGE OF 3000 YARDS.
2210 GERMAN RECCO A/C ACTIVE BEFORE 2015--AREA UNKNOWN.
0001 LT. MIRENDA ON DUTY.
NO FURTHER REMARKS BEFORE 0500.

S3/1060

S E C R E T

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
10 APRIL 1945.

MLO LOG FOR 0500, 9 APR '45 TO 0500, 10 APR '45.

0500 LT. BROOKS ON DUTY.
0630 ENEMY RECCE ACTIVITY NEGATIVE REPORT FILED TO A-2, XXII TAC AND 62ND WG.
0745 LT. PIERCE ON DUTY.
0845 X-926, 1 A/C, AT 24,000 GOING SOUTHWEST. ANGELS DECREASED TO 10,000. CONT'D SOUTH TO 081915 WHERE CHANGED TO A-ARMY BY WHITE MLO.
0912 X-630 1 A/C AT 31,000 N.W. IN OA1544, ONLY TWO POSITIONS. CHANGED TO Q-QUERY 0927.
1230 LT. RAY ON DUTY.
1500 LT. PIERCE ON DUTY.
1630 LT. BROOKS ON DUTY.
0015 LT. ZILLER ON DUTY.
NO FURTHER REMARKS BEFORE 0500.

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KW

APO 650, US ARMY,
9 APRIL 1945.

M. L. O. LOG FOR 0500, 8 APR '45 TO 0500, 9 APR '45.

0500 LT. PIERCE ON DUTY.
0745 LT. RAY ON DUTY.
0945 8TH SAAF STANDING DOWN TILL NOON. DEFENSE COMMITMENTS TAKEN OVER BY 350TH.
1120 P-934 CHANGED TO X-934, 1 A/C FLYING NW IN 080422. CONTROLLER SCRAMBLED.
1125 X-934 NOW 2 A/C ANGELS 22 IN 081226.
1139 X-942 2 A/C WEST IN 081408.
1143 X-934 CHANGED BACK TO P-934.
1147 X-942 MADE R-942.
1209 8TH SAAF STANDING DOWN FOR REMAINDER OF DAY DUE TO WEATHER AT BASE.
1230 LT. MIRENDA ON DUTY.
1245 LT. BROOKS ON DUTY.
1800 LT. PIERCE ON DUTY.
2206 X-811 1 A/C AT 24,000 PLUS GOING NW IN 0A0323. ONLY TWO PLOTS. CHANGED TO Q-QUERY 2210 AND REMOVED FROM BOARD 2214.
2359 LT. BROOKS ON DUTY.
NO FURTHER REMARKS BEFORE 0500.

S3/1038

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U. S. ARMY,
8 APRIL 1945.

M.L.O. LOG FOR 0500, 7 APRIL TO 0500, 8 APRIL 1945.

0500 LT. RAY ON DUTY.
0745 LT. MIRENDA ON DUTY.
0945 CAPT. BESTOR, A-3. WING, ASSURES CONTINUED AVAILABILITY OF CALL-SIGNS AND NUMBERS FROM 47 BOMB GROUP, IF NECESSARY. WHITE SECTOR CAN GET THIS DATA AND RELAY TO BLUE MLO.
0945 47 BOMB GROUP PROGRAM WILL BE PASSED AS ALWAYS TO 338 WING VIA LIAISON LINE, VERBALLY.
1230 LT. PIERCE ON DUTY.
1800 LT. RAY ON DUTY.
2359 LT. PIERCE ON DUTY.
NO FURTHER ENTRIES BEFORE 0500.

S3/1029

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
7 APRIL 1945.

MLO LOG FOR 0500, 6 APR '45 TO 0500, 7 APR '45.

0500 LT. MIRENDA ON DUTY.
0745 LT. BROOKS ON DUTY.
1005 X-342 GOING SOUTH, FIRST PICKED UP IN THE LA SPEZIA AREA. (ME 0340), 1 A/C, NOT SHOWING, ANGELS 21000' SPEED 360.
1010A CONTROLLER SCRAMBLED.
1012 336 WING REPORTS CODE 4, BUT NO BLUE SECTOR STATIONS (5 REPORTING ON TRACK) SEE ANY CODE. 336 CHANGED X-RAY TO BOMBER BUT BLUE MLO LEFT IDENT AS X-RAY. STILL NO CODE SHOWING AND SPEED NOW 400 MPH.
1020 X-342 CONTINUED DUE SOUTH (FROM LA SPEZIA) AND WENT OFF OUR BOARD, IN MJ1045. NO CONTACT MADE BY FIGHTERS.
1250 LT. RAY ON DUTY.
1250 NO 334 WING OPS THIS AREA NIGHT OF 6/7 APRIL, PER SIG NO. AO-694.
1500 LT. MIRENDA ON DUTY.
2400 LT. RAY ON DUTY.

S E C R E T

SECRET

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-H9P/KM

APO 650, US ARMY,
6 APRIL 1945.

MLO LOG FOR 0500, 5 APR TO 0500, 6 APR '45.

0500 LT. BROOKS ON DUTY.
0745 LT. ZILLER ON DUTY.
1230 LT. MIRENDA ON DUTY.
1341 X-851 APPEARED IN NE-4504 MOVING SOUTHEAST. ONE AIRCRAFT NO HEIGHT SHOWN. AT 1345, CHANGED STRENGTH READING TO 10+ AIRCRAFT AT 22,000 FEET ALTITUDE. IDENT CHANGED TO B-851 AT 1345B.
1638 "JIMMY BLACK" AIRMAN BAILED OUT AT OF5621, NEAR VIA REGGIO, WHEN AIRCRAFT ON FIRE. PILOT RECOVERED AND SAFE.
1800 LT. BROOKS ON DUTY.
2359 SYNOPSIS FOR PERIOD FROM 1800 HOURS, 5 APR TO MIDNIGHT. A-20 NIGHT PROGRAM UNDER PRESENT RECEIPT OF MOVEMENTS NOT PRACTICAL FOR REASONABLY POSITIVE IDENTIFICATION: CALLSIGNS NOT INCLUDED ON MOVEMENTS; A/C NO LONGER CHECK IN WITH "BACON" BUT WITH "RHUBARB" WHICH MLO CANNOT HEAR ON R/T. IMPOSSIBLE TO CHECK BY R/T ANY A/C APPROACHING WITH "IFF" NOT SHOWING UNLESS HE FIRST CALLS BACON ALLOWING FOR FIX. PRESENT IDENTIFICATION OF A-20'S DEPENDS ALMOST ENTIRELY ON IFF, SPEED AND ALTITUDE OF A/C. SPECIAL TASK FORCE (WONKIE & SNAILPACE A/C) NOT SUPPLYING COMPLETE MOVEMENTS RESULTING IN NECESSITY OF PICKING UP CALLSIGNS OVER R/T, WITH RESULTING TIME LAG INVOLVED. IMPOSSIBLE TO IDENTIFY ANY SPECIFIC A/C WITH A DEFINITE TARGET DUE TO THE LARGE NUMBER OF OPERATIONAL A/C FLYING ON NIGHT PROGRAM WITH T/O TIMES SO CLOSE TOGETHER.
0001 LT. MIRENDA ON DUTY.
0115 414 AND 416 SQUADRONS STANDING DOWN DUE TO WEATHER. NO FURTHER REMARKS BEFORE 0500.

S3/1008

SECRET

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HPP/KM

APO 650, US ARMY,
5 APRIL 1945.

MLO LOG FOR 0500, 4 APRIL TO 0500, 5 APRIL 1945.

0500 LT. ZILLER ON DUTY.
0745 LT. PIERCE ON DUTY.
1230 LT. BROOKS ON DUTY.
1645 X-395 ORBITING IN 042902, 6 A/C, NOT SHOWING. NO MOVEMENTS DATA CORRESPONDING TO THIS NUMBER OF A/C IN THIS POSITION AT THIS TIME.
1647 X-395 FADED GOING NORTH 043102.
1654 X-395 REMOVED. NO ACTION TAKEN.
1800 LT. ZILLER ON DUTY.
2355 LT. BROOKS ON DUTY.
0145 NEW ROVER JOE LOCATION: U-978958.
NO FURTHER REMARKS BEFORE 0500.

S3/999 S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
4 APRIL 1945.

WLO LOG FOR 0500, 3 APR '45 TO 4 APR '45, 0500.

0500 LT. PIERCE ON DUTY.
0745 LT. RAY ON DUTY.
1005 15TH AF STOOD DOWN DUE TO BASE & TARGET WEATHER.
1230 LT. ZILLER ON DUTY.
1620 AALO REPORTS THAT G.O.R. AT LUCCA IS NOW CLOSED DOWN. IN THE FUTURE THE CUB STRIP WILL NOTIFY US DIRECT OF ANY ALTERATIONS TO THIS SCHEDULE.
1730 CALIBRATION FIRING--90 MM FROM Q009454, SEAWARD FROM 1400 TO 1500, WEDNESDAY APRIL 4TH. DANGER AREA BOUNDED BY FIRING POINTS Q010300 AND V990300. FROM AALO.
1600 LT. PIERCE ON DUTY.
2400 LT. ZILLER ON DUTY.
NO FURTHER REMARKS BEFORE 0500.

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
3 APRIL 1945.

MLO LOG FOR 0500, 2 APR '45 TO 0500, 3 APR '45.

0500 LT. RAY ON DUTY.
0745 LT. MIRENDA ON DUTY.
0830 X-819 APPEARED TWENTY-FIVE MILES EAST OF LA SPEZIA, MOVING SOUTH AT OBOE ABLE 1214. "BULLET YELLOW" ORDERED OFF AT 0832B BUT SCRAMBLE AVERTED WHEN CODE 1 REPORTED AT 0834B FROM WHITE AT 0836B. AT 0841B "TWO SPITS" VISUAL RECEIVED FROM U.S. 2114. BELIEVE "JIMCROW" WEATHER RECCE FROM PONTEDARA BUT NO RESPONSE TO REPEAT CALLS. TRACK FADED OUT IN PISA-PONTEDERA AREA. NO ACTION.
0845 X-820 APPEARED 15 MILES WEST OF LA SPEZIA AT 21,000 FEET. ALTITUDE READING OF 14,000 FOLLOWED AT 0846B. AT 0847B "BULLET YELLOW" SCRAMBLED. AT 0849B, CODE 1, MK 3 IFF FROM 330 WING, AND AT 0851B, 2 AIRCRAFT READ "JACKPOT ORANGE" CALLED REPEATEDLY BY "BACON" AND EXCISE" BUT NO RESPONSE. NOTWITHSTANDING MADE F-820 AT 0855B. NO CONTACT.
0906 X-910, 1 AIRCRAFT AT 30,000 FEET APPEARED IN OB3225 (BOLOGNA AREA). MADE H-910 AT 0910B AND TRACK ENTERED "BACON" AREA IN OA0155 AT 0911B; SPEED 360 MPH; TRACK ORBITTED AT OA0315 THEN PROCEEDED TO RETURN TO "COOLER" AREA, AT HEIGHTS OVER 25,000 FEET. "BULLET YELLOW" 1 AND 2 SECTION DIVERTED TO THIS TRACK. "CRYSTAL BLUE" SCRAMBLED AT 0917B. TRACK STOOGING EAST, NORTH OF FLORENCE AS "BULLET WHITE" SCRAMBLED AT 0930B. H-910 FADED AT 0936A, BUT REAPPEARED IN OB1348 AT 0937A. TRACK MOVED TO OBOE CHARLIE AREA OFF BOARD.
1017 X-829 APPEARED IN OA1210 MOVING SOUTH. AT 1021B, CHANGED TO F-829, THEN 2 A/C. VISUAL OF P-47'S AT 1026B BY U.S. 2116. NO ACTION.
1129 F-105, 1 A/C ENTERING OUR AREA FROM "EXCISE" SECTOR IS SHARPIE 49", LISTED AS "LOCAL FLIGHT" IN FLORENCE AREA. 330 WING AVERS FLIGHT OVER PIOMBINO AT 20,000 FEET. CALLED WHITE SECTOR MLO TO CHECK WITH SQUADRON. OPERATIONS OFFICER APOLOGIZED FOR THIS APPARENT OVERSIGHT AND PROCEDURE ESTABLISHED WHEREAS SECTOR TO BE CALLED ON R/T IF LEAVING LOCAL AREA, INDICATING NATURE OF FLIGHT INTENTIONS.
1230 LT. PIERCE ON DUTY.
1345 X-862 2 A/C SW IN OA1959 CHANGED TO RECCO 1346 ON SECOND POSITION AFTER IFF SHOWED.
1457 X-871 3 A/C S.E. OA0425 AT 23,000. CONT'D SOUTH TO OA0127, THEN TURNED NORTH. NUMBER OF A/C CHANGED TO 1. IDENT CHANGED TO HOSTILE AND REMAINED SO FOR 2 MINUTES UNTIL WHITE SECTOR REPORTED IFF. MADE X-RAID AGAIN. TRACK CONT'D NORTH PASSING INTO WHITE SECTOR WHERE IDENTIFIED AS RECCO 871. THOUGHT TO BE CRUSADE-RECCO FROM FLORENCE BUT UNABLE TO FIX A/C. NONE OF BLUE STATIONS PICKED UP I.F.F. 2 SPITS "BULLET GREEN" SCRAMBLED FROM PONTEDERA--RECALLED AFTER TRACK IDENTIFIED AS RECCO.

S E C R E T

S E C R E T

MLO LOG FOR 2, 3 APRIL '45.

1800 LT. RAY ON DUTY.
2400 LT. PIERCE ON DUTY.
NO FURTHER REMARKS BEFORE 0500.

S E C R E T

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S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRR/KM

APO 650, US ARMY,
2 APRIL 1945.

MLO LOG FOR 0500, 1 APRIL TO 0500, 2 APRIL 45.

0500 LT. MIRENDA ON DUTY.
0745 LT. BROOKS ON DUTY.
0940 X-813 GOING SOUTH WEST IN OF4536, 1 A/C: NOT SHOWING; NO ANGELS. FIRST PICKED UP AS SOUND TRACK. CONTINUED TOWARDS PISA A/D CHANGED DIRECTION TOWARDS LEGHORN.
0950 X-813 CHANGED TO TRANSPORT 813. IDENTIFIED VISUALLY BY 3009 (330 WING) AS C-47. ALL FIELDS THIS AREA SOCKED IN AND NO MOVEMENTS ON ANY A/C, RESEMBLING THIS TRACK. NO RESPONSE ON R/T AND UNABLE TO IDENTIFY.
1150 NO OPERATIONS TONIGHT 1-2 APRIL 45 BY 334 WING.
1230 LT. RAY ON DUTY.
1255 330 WING PLOTTING ON X 69 ONE A/C FLYING NORTH EAST FROM BASTIA ANGELS OVER 20000.
1250 X 835 ONE A/C AT 29,000 NOT SHOWING FLYING NORTH EAST IN OF 5050. APPARENTLY SAME TRACK AS X 169, LAST PLOT ON WHICH WAS OFF OUR BOARD IN EXTREME SOUTHERN SECTION OF OF SQUARE. X 835 PROCEEDED NORTH EAST AND FADED IN OB 2507.
1255 ACK ACK REPORTED X 835 AS JET PROPELLED ME 262 AND VAPOR TRAILS OVER PISA.
1800 LT. MIRENDA ON DUTY.
1823 X 886 APPEARED NORTH WEST OF LA SPEZIA, TWO A/C, NO IFF, NO HEIGHT. HAD 330 WING CALL "CRYSTAL BLACK" WHICH REVEALED ITSELF TO BE THE TRACK AT 1825A. MADE F 886 AS SCRAMBLE AVERTED.
2222 414 AND 416 SQUADRONS STANDING DOWN REMAINDER OF PROGRAM.
2400 LT. RAY ON DUTY.
NO FURTHER ENTRIES BEFORE 0500.

S3/959

S E C R E T

SECRET

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
1 APRIL 1945.

M.L.O. LOG FOR 0500, 31 MAR TO 0500, 1 APRIL '45.

0500 LT. BROOKS ON DUTY.
0745 LT. ZILLER ON DUTY.
1054 LUCCA REPORTS PIPER CUBS WILL BE UP FROM TIME-TO-TIME UNTIL
1500 HOURS.
1230 LT. MIRENDA ON DUTY.
1412 X-363 APPEARED GOING SOUTHWEST AT 18,000 FT., 10 MILES N.E. OF
LA SPEZIA. "CRUSADE 77" AND "KODAK BLACK" CALLED TO NO AVAIL.
350 WING WITHHELD "CRYSTAL BLUE" SECTION FOR SCRAMBLE AS TRACK
WAS MADE QUERY, Q-363 AT 1420A AND REMOVED. NO INCIDENT.
1430 ARRANGED WITH CAPT DAVIS, WHITE SECTOR MLO TO HAVE ALL LANDINGS
OF PHOTO-RECCE AIRCRAFT PHONED INTO THIS SECTOR FOR INFORMATION.
THIS TO BE REQUESTED SOP FOR P/R UNITS BASED AT FLORENCE.
1500 LT. PIERCE ON DUTY.
1945 LT. BROOKS ON DUTY.
2254 X-321, GOING SOUTH IN NE0935, 1 A/C, NOT SHOWING; ANGELS 16;
SPEED 330+ ; F/O 42 VECTORED TOWARDS BOGEY.
2259 ALL A/C WARNED OF BOGEY; GIVING POSITION, COURSE AND ANGELS.
2301 X-321 CHANGED TO B FOR BOMBER; NOW SHOWING CODE 1, ANGELS 14,
SPEED 290.
0001 LT. MIRENDA ON DUTY.
NO FURTHER REMARKS BEFORE 0500.

S3/954

SECRET

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
31 MARCH 1945.

M.L.O. LOG FOR 0500, 30 MARCH TO 0500, 31 MARCH 1945.

0500 LT. ZILLER ON DUTY.

0745 LT. PIERCE ON DUTY.

1230 LT. BROOKS ON DUTY.

1503 LT. ZILLER ON DUTY.

2359 LT. BROOKS ON DUTY.

NO FURTHER ENTRIES BEFORE 31/0500A.

S3/944

S E C R E T

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S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
30 MARCH 1945.

MLO LOG FOR 0500, 29 MARCH TO 0500, 30 MARCH '45.

0500 LT. PIERCE ON DUTY.
0745 LT. RAY ON DUTY.
1005 57TH BOMB WING STOOD DOWN DUE TO WEATHER.
1130 S/L CO-OP NIGHT OF 29 MARCH, 1 C-47 AT 3000 FT. BETWEEN
2100 & 2200 HRS IN LEGHORN I.A.Z.
1220 LT. ZILLER ON DUTY.
1549 X-326 APPEARED IN MAN EASY-0325, ONE A/C, NOT SHOWING,
ESTIMATED ANGELS 10, HEADING SOUTHEAST.
1557 X-326 NOW GOING SOUTHEAST IN MAN JIG 4157 AT 290 MPH--
STILL NOT SHOWING, ANGELS 11.
1601 CHANGED X-326 TO F-326. IDENTIFIED BY 330 WING A/C AS P-47.
1500 LT. PIERCE ON DUTY.
2400 LT. ZILLER ON DUTY.
NO FURTHER REMARKS BEFORE 0500.

S3/934

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HAP/XM

APO 650, US ARMY,
29 MARCH 1945.

VLO LOG FOR 0500, 28 MAR TO 0500, 29 MAR 1945.

0500 LT. RAY ON DUTY.
0745 LT. BROOKS ON DUTY.
1230 LT. PIERCE ON DUTY.
1300 LT. RAY ON DUTY.
1812 X-336, 2 A/C IN CA2011: SPEED 360.
1815 X-336 MADE F-336 ON INFORMATION FROM 333 WING THAT THEY HAD 2 SPITS IN THAT VICINITY AT SAME ANGELS. NO MORE MOVEMENTS ON THESE A/C. CONTROLLER VECTORED DUSK PATROL TO VICINITY OF BOGIES.
2359 LT. PIERCE ON DUTY.
NO FURTHER REMARKS BEFORE 0500.

S E C R E T

53/926

S E C R E T

HEADQUARTERS
63ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/asa

APO 650, U. S. Army.
28 March 1945.

M.I.O. LOG FOR 0500, 27 MARCH TO 0500, 28 MARCH 1945.

0500 Lt. Brooks on duty.

0745 Lt. Young on duty.

0800 All operations standing down due to weather.

1230 Lt. Ray on duty.

1800 Lt. Brooks on duty.

1805 47th Bomb Group standing down due to weather.

2400 Lt. Ray on duty.

No further entries before 28/0500a.

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/asa

APO 650, U. S. Army,
27 March 1945.

M.I.C. LOG FOR 0500, 26 MARCH TO 0500, 27 MARCH 1945.

0500 Lt. Young on duty.

0745 Lt. Miranda on duty.

0945 350 Fighter Group aircraft standing down until noon.

1055 Information on "Minefield Pink" landing at 0945A, just received from War Room, 1:10 late.

1100 57th Fighter Group program cancelled for day.

1230 Lt. Brooks on duty.

1800 Lt. Young on duty.

1830 All operations standing down due to weather.

2400 Lt. Brooks on duty.

No further entries before 27/0500a.

83/902

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/asa

APO 650, U. S. Army,
26 March 1945.

M.I.C. LOG FOR 0500, 25 MARCH TO 0500, 26 MARCH 1945.

0500 Lt. Miranda on duty.

1100 Lt. Pierce on duty.

1230 Lt. Young on duty.

1410 X-864 in QA-2535 going southeast. One a/c, angels 19, no code. At 1413 track 864 was identified by a fix to be a P-38 Recce. Call sign, "BRASSNECK 17".

1800 Lt. Miranda on duty.

2400 Lt. Young on duty.

0100 All operations standing down due to weather.

No further entries before 0500.

33/893

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/aaa

APO 650, U. S. Army,
25 March 1945.

M.L.O. LOG FOR 0500, 24 MARCH TO 0500, 25 MARCH 1945.

0500 Lt. Pierce on duty.
0845 Lt. Ray on duty.
1230 Lt. Miranda on duty.
1255 X-865 appeared 30 miles north of Viareggio going southeast, not showing IFF, no height. Track continued towards Foggia showing Code 5 IFF at 1300A. Ident made R-865. "Crusade 150" called on R/T but no response received.
1305 X-867 appeared about 20 miles north of La Spezia coming south. At 1307A, height of 24,000' displayed. There was no IFF. "Brassneck 32" was called, Foggia P-38 recce, and R/T response resulted in fix at 1310A. Ident changed at 1310A to R-867. Pilot called for IFF check and reported 'cockerel crowing'. However, stations 2118 and 2117 were unable to read IFF. Track faded after turning N.E.
1326 X-870 appeared at 1326A coming south, crossing coast 10 miles west of La Spezia. Height of 20,000' dropped to 18, 15, and 12,000' as track continued south on 180° steer. As R/T intercom picked up on disabled B-25 on mission which indicated return to Corsican base, and friendly nature of flight, ident changed to B-870, 30 miles northwest of Gorgona at 1331A. No IFF ever showing.
1443 X-881 appeared west of La Spezia going S.W., 1 aircraft at 22,000', no show. Changed at 1446A to R-881 and upon reconsideration to B-881 when track looked like bomber falling out of B-25 formation for base return.
1610 X-898, "1 aircraft" orbiting in NF-2050, 15 miles north of La Spezia. Changed to Q-898 at 1619A and removed. No action.
1800 Lt. Pierce on duty.
2031 X-937, 1 a/c at 30,000 over Florence changed to bomber, 2035A, in OG-2912, by White, after Code I showed.
2101 X-943, 2 plus a/c passed from White Sector coming south in NF-4240. Continued south crossing coast in NF-1535 at 2109 hrs. Angels 16,000, speed estimate 300, not showing IFF. 2118A hrs., code I picked up on track which was now at NJ-5236. Possibly "Snailpace" a/c from Rosignano but, unable to contact via R/T. X-943 showing code I came S.S.E. towards Rosignano. "Syphon" tower received call from "Snailpace H" for landing instructions. X-943 changed to B-943 by 338 Wing at 2133 hrs., OF-2510. "Ginny 31" and "20" attempted interception unsuccessfully.
0001/25 Lt. Miranda on duty.
No further entries before 0500.

S3/886

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRF/aea

APO 650, U. S. Army.
24 March 1945.

M.L.O. LOG FOR 0500, 23 MARCH TO 0500, 24 MARCH 1945.

0500 Lt. Ray on duty.
0745 Lt. Brooks on duty.
1230 Lt. Pierce on duty.
1708 X-805, 1 a/c at 15,000 coming south OA-1812. Not showing. No R/T contact. "Minefield Gold" on patrol and "Crystal Blue" scrambled from Rosignano. X-805 continued south. Stations 2120 and 2114 gave visuals on 4 P-47's. Ident changed to F-Fighter. Very probably "Hitch Hike" a/c from Grosetto. F-805 continued south fading in Grosetto area. Check with 57th F.G. Ops revealed "Hitch Hike" a/c pancaked same time as track faded. Unable to contact flight on R/T and IFF not showing until a/c south of Pontedera.
1755 X-812, 1 a/c S.E. in NE-0353.
1757 X-812 turned N. . in NE-1159 and faded after onex more plot. Controller attempted interception.
1800 Lt. Ray on duty.
2035 H-946, 1 a/c S.E. in OB-4337. Continued S.E. off board.
2135 From War Room: "German recce a/c active at 2010 possibly 4 German a/c probably active tonight area unknown."
2314 X-828, 1 a/c 27,000' south in OA-0723.
2324 X-828 made B-828 in OF-3740 now showing Code I, angels 11.
2329 H-946, 1 a/c at 25000 re-appeared flying N.W. in OG-4239. Continued north and northwest, fading in OA-5236. Controller positioned fighter.
2400 Lt. Pierce on duty.
No further entries before 24/0500A.

83/875

S E C R E T

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S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

2CT-HRP/km

APO 650 US ARMY,
23 March 1945.

MIO LOG FOR 0500, 22 March '45 to 0500, 23 March 1945.

0500 Lt. Brooke on duty.
0745 Lt. Young on duty.
1145 X-909 in CB1519 going South. One A/C, Alt. 22,000; speed 250.
At 1155 X-909 was identified by fix and changed to Recce by White.
Callsign "Grassland 64".
1156 X-833 in CF4539 going South. One A/C angels 8,000. At 1200 X-833
was identified by fix & changed to fighter: callsign "Crystal Black"
Showing Code 1.
1230 Lt. Ray on duty.
1700 Movements War Room line is now connected with Duty Officer and is
no longer on plotting line.
1705 X 892 1 A/C 3Z in NJ 5852. Speed 230. Continued towards Pisa Base
and faded just North of field.
1800 Lt. Brooks on duty.
2400 Lt. Ray on duty.
0215 From War Room: "One German Recce active 0105A".
No further remarks before 0500.

83/866
83/866

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/km

APO 650, US ARMY,
22 March 1945.

M. 1. O. LOG FOR 0500, 21 Mar '45 to 0500, 22 Mar '45.

0500 Lt. Young on duty.
0745 Lt. Pierce on duty.
1030 Lt. Brooks on duty.
1300 I/I to 338 Wing U/S. F/R notified.
1450 I/I to White Sec U/S. F/R notified.
1800 I/I to White & 338 checked and White O.K.; 338 Serviceable but has a swinging ground on the circuit.
1900 Lt. Young on duty.
2400 Lt. Brooks on duty.
No further remarks before 0500.

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/km

APO 650, US ARMY,
21 March 1945.

M. I. O. LOG FOR 0500, 20 March '45 to 0500 21 March '45.

0500 Lt. Pierce on duty.
0745 Lt. Ray on duty.
1230 Lt. Young on duty.
1800 Lt. Pierce on duty.
2108 X-810, 1 A/C at 17,000 not showing coming South NE0431. Changed to Bomber 810, 2111 Hrs. NE0031 'Fixed' as "Snailpace V".
2212 X-814 1 A/C coming South NE0928. Only 3 positions--Faded 2216 hrs., NJ5521. No height on track.
2216 X-152, 1 A/C MJ2929, going S.E. passed from 338 Wg. Sector. Angels 2000--2200 hrs X-153 1 A/C appeared NJ3531 going S.E. on same course as X-152. Both tracks below 2000 ft. Cont'd on S.S.E. course passing from Filter Board 2236 hrs. NJ1047.
2400 Lt. Young on duty.
0005 H-152 faded in NE. 1509 going North West.
0009 H-153 faded in NE 1920 going North. Showing Code I.
No further remarks before 0500.

83/848

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL).

SCT-RRP/km

APO 650, US ARMY,
20 March 1945.

M.L.O. LOG FOR 0500, 19 March to 0500, 20 March '45.

0500 Lt. Ray on duty.
0745 Lt. Brooks on duty.
1200 Lt. Pierce on duty.
1800 Lt. Ray on duty.
1815 Base One Pisa reports Mosquito crashed and burning on Florence Road near Pontedera.
1900 In Ref entry 1815A. Mosquito was Ginny 37, pilot & N.O. are O.K.
2400 Lt. Pierce on duty.
0435 Z-904 1 A/C 0A1557 coming South changed to Bomber 904. Fixed as "Milli-wheel 75".
No further remarks before 0500.

37/879

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/km

APO 650, US ARMY.
19 March 1945.

MLO LOG for 0500, 18 March 1945 to 0500, 19 March '45.

0500 Lt. Brooks on duty.
0745 Lt. Young on duty.
1230 Lt. Ray on duty.
1800 Lt. Brooks on duty.
2400 Lt. Ray on duty.
No further remarks before 0500.

S3/831

S E C R E T

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S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/km

APO 650, US ARMY,
18 March 1945.

M.I.O. LOG FOR 0500, 17 March to 0500 18 March '45.

0500 Lt. Young on duty.
0745 Lt. Pierce on duty.
0938 X-817, 1 A/C at 14,000 coming S.E. In NE0235. Not showing and unable to contact via R/T any scheduled flights. Probably "Hitchhike Leader" P-47's from Grosetto. Impossible to make positive identification. "Minefield Gold" scrambled from Pisa and "Crystal Blue" from Rosignano. No interception. X-817 continued S.E. fading in Grosetto area. Check with Grosetto tower--"Hitchhike" flight landed Grosetto track fade time 1008 hours.
1230 Lt. Brooks on duty.
1231 350th Gp standing by due weather also 8 SAAF.
1736 X-834 going So. in OF5510, 1 A/C, no show, angels 13. M/F Gold (A/B on patrol) vectored into area.
1742 X-834 changed to Q for Query in OF5510.
1800 Lt. Young on duty.
2345 All operations standing down due to weather.
2400 Lt. Brooks on duty.
No further remarks before 0500.

93/823

S E C R E T

0206

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/km

APO 650, US Army,
17 March 1945.

M. L. O. LOG for 0500, 16 March '45 to 0500, 17 March '45.

0500 Lt. Pierce on duty.
0730 Lt. Ray on duty.
0815 All missions stood down pending improvement in weather.
1330 Lt. Young on duty.
1755 X-862 in OF4708 going South. Intercepted by I/T Gold section and identified as two Spitfires. No showing, no R/T contact.
1800 Lt. Pierce on duty.
1826 X-864 2 A/C not showing OA2009 changed to F-Fighter. "Fixed" as "M/F Ivory" Section.
2005 Bomber 156 1 A/C at 20,000 in OA0710 coming S.W. not showing. Changed to X-156. 'Fixed' as "Frontdoor 46" and told to check cockeral. Ident. changed to Fighter 2008 hrs. Iff showed 6 Mins. later.
2210 Possibly 2 German Recco A/C time and Area unknown.
2400 Lt. Young on duty.
2400 All operations standing down due to weather.
No further remarks before 0500.

S3/813

S E C R E T

0207

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/km

APO 650, US Army.
16 March 1945.

M. I. O. LOG for 0500, 15 March '45 to 0500, 16 March '45.

0500 Lt. Ray on duty.
0703 X-971, 1 A/C, South in OB0000.
0704 X-972, 1 A/C at 10,000 NE in OB1535.
0705 X-970, 1 A/C, orbiting in OB2032.
0708 X-970 and X-972 made hostile.
0709 350th stood down due to weather. Unable to scramble on hostiles.
0800 Lt. Brooks on duty.
0815 All missions stood down due weather except 57th Ftr Gp.
0900 Pisa A/F U/S (work on runway) till 1200 hrs.
0950 Several cubs active Via Reggio & Lucca areas (visuals). No movements.
1017 Pisa A/F serviceable.
1230 Lt. Pierce on duty.
1500 Lt. Miranda on duty.
1530 Via Reggio GOR, Via Ack-Ack L.O. gave sectors of operation and schedule of cub activity: Sector "A"--OF5909 to OA0216. Sector "B"--OA0025 to OA0335. Operations 0630 to 1830 hours, cub movements will be passed from air strip to GOR who in turn will pass, hourly movements for ensuing sixty minute period. (See full data on internal memorandum--also proposed Lucca G.O.R. arrangements).
1621 X-848, 1 A/C emanated off coast Via Reggio heading West. F-841 being carried as "Lifetime Copper" had faded, later evolving as X-848. Changed to F-848 at 1634A and F-841 removed. Noaction taken other than check on patrol position, by Controller.
1800 Lt. Ray on duty.
2037 From War Room from usual source "Zones 1, 2 & 3, 3 to 5 A/C expected to Recce from N. Italy ~~xxxxxxx~~ tonight".
2000 A-20's being recalled to base due to weather.
2205 X-112, 1 A/C, North in NJ3718, turned West on 2nd plot. Nothing further. Controller positioned patrol.
2332 X-888 1 A/C North in OF5656 changed to Q-888 at 2341A in OF0356. Controller positioned Night fighter.
2400 Lt. Pierce on duty.
No further remarks before 0500.

S3/808

S E C R E T

0208

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

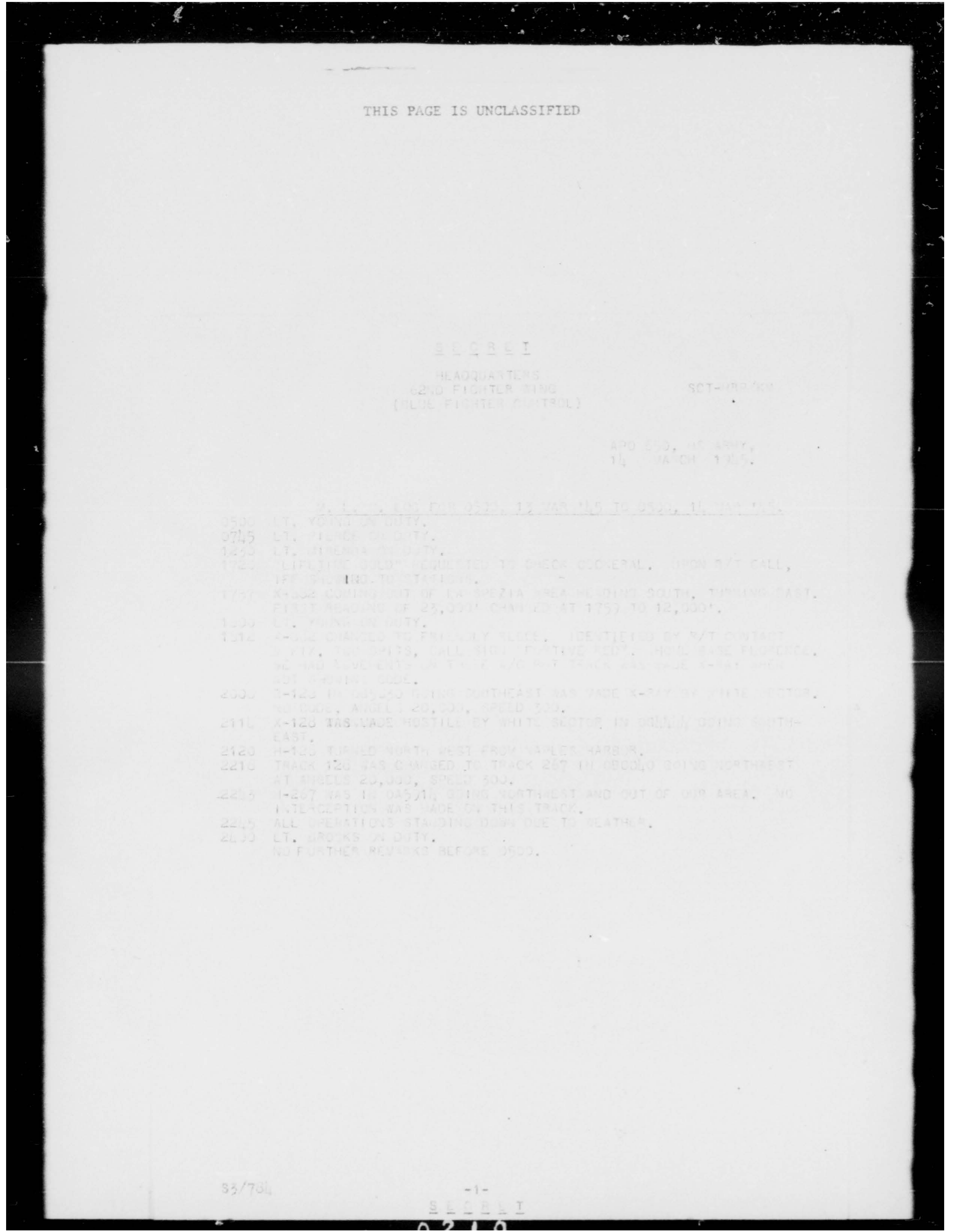
SCT-HRP/km

APO 650 US ARMY
15 March 1945.

N. L. O. LOG FOR 0500, 14 March 1945 to 0500, 15 March 1945.

0500 Lt. Brooks on duty.
0745 Lt. Young on duty.
1330 Lt. Ray on duty.
1419 X-862 3 A/C at 18,000 SE in WE 0749.
1422 X-862 made R-862 when Brassneck identified himself over La Suesia.
1717 X-926 2 A/C SE in OA4943.
1724 X-926 made R-926 when identified by White Sector's dusk patrol.
1800 Lt. Brooks on duty.
2400 Lt. Ray on duty.
0005 A-20 program stood down due to weather.
0200 Nightfighter patrols stood down due to weather.
No further remarks before 0500.

83/195. S E C R E T



S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-[illegible]

APO 650, US ARMY,
14 MARCH 1945.

D. [illegible] LOG FOR 0500, 13 MAR '45 TO 0500, 14 MAR '45.

0500 LT. YOUNG ON DUTY.
0745 LT. PIERCE ON DUTY.
1250 LT. [illegible] ON DUTY.
1720 "LIFELINE GOLD" REQUESTED TO CHECK COCKERAL. UPON R/T CALL, IFF [illegible] TO STATIONS.
1757 X-332 COMING OUT OF LA SPEZIA AREA HEADING SOUTH, TURNING EAST. FIRST READING OF 23,000' CHANGED AT 1759 TO 12,000'.
1800 LT. YOUNG ON DUTY.
1812 X-332 CHANGED TO FRIENDLY BLOCK. IDENTIFIED BY R/T CONTACT [illegible] TWO SPITS, CALL SIGN "[illegible] RED". HOME BASE FLORENCE. WE HAD MOVEMENTS ON THESE A/C BUT TRACK WAS MADE X-RAY SINCE NOT SHOWING CODE.
2000 X-128 IN OA5[illegible] GOING SOUTHEAST WAS MADE X-RAY BY WHITE SECTOR. NO CODE, ANGELS 20,000, SPEED 300.
2110 X-128 WAS MADE HOSTILE BY WHITE SECTOR IN [illegible] GOING SOUTH-EAST.
2120 H-128 TURNED NORTH WEST FROM NAPLES HARBOR.
2210 TRACK 128 WAS CHANGED TO TRACK 267 IN OB0040 GOING NORTHWEST AT ANGELS 20,000, SPEED 300.
2235 H-267 WAS IN OA5914 GOING NORTHWEST AND OUT OF OUR AREA. NO INTERCEPTION WAS MADE ON THIS TRACK.
2245 ALL OPERATIONS STANDING DOWN DUE TO WEATHER.
2400 LT. BROOKS ON DUTY.
NO FURTHER REMARKS BEFORE 0500.

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/km

APO 650, U S ARMY,
13 March 1945.

M. L. O. LOG FOR 0500, 12 March 1945 to 0500, 13 March '45.

0500 Lt. Pierce on duty.
0745 Lt. Ray on duty.
1230 Lt. Young on Duty.
1239 X-852, 2 A/C, A-14 Minus, in NJ 5356, going Southeast. No code. At 1241 this track was changed to friendly fighter showing code one. We had movements on these A/C & they were on course, but track was made X-ray when not showing code.
1800 Lt. Miranda on duty.
1835 X-813, 1 A/C going North, NF-5501, changed to Q-Query. No new positions after the original.
1900 Lt. Pierce on duty.
2327 X-828, 1 A/C, coming South OA-2510. All info on track passed from White Sector. X-828 track cancelled and positioned in oboe-Baker Square as Bomber 978. Latter 'Fixed' B-978 as "Muffit 78".
2346 X-829 1 A/C coming South NC-2435. Only two positions--faded. No action. Questionable Radar Track.
2400 Lt. Young on duty.
0436 X-187 in NI-1736 going due east, one A/C, Angels 12,000, speed 220 and showing code one. This track was made X-ray but 338 Wing; but at 0453 was changed to F-Pal by 340th Wing. 338 Wing scrambled on this track; but no intercention was made. This track crossed the coast line just South of Leghorn and contin ed on to the east coast of Italy.
No further remarks before 0500.

83/773

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
12 MARCH 1945.

M. L. O. LOG FOR 0500, 11 MAR '45 TO 0500, 12 MAR '45.

0500 LT. RAY ON DUTY.
1230 LT. PIERCE ON DUTY.
1550 X-887 1 A/C AT 19,000 FT. GOING EAST IN NE0030. NOT SHOWING AND UNABLE TO CONTACT VIA R/T. X-TRACK CONT'D EAST TO OA0455 WHERE IFF SHOWED. IDENT CHANGED TO R-RECCO. R-887 PASSED INTO WHITE SECTOR FADING IN FLORENCE AREA. "LIFETIME COPPER" SCRAMBLED ON XXX PATROL.
1627 X-810 1 A/C COMING SOUTH NE2820--ANGELS 16,000 IFF NOT SHOWING AND UNABLE TO CONTACT ON R/T. CONT'D S.E. ALONG COAST PASSING INTO 336 WING SECTOR. AT 1652 HRS. 336 WING CHANGED X-810 TO P-PAL ON BASIS OF REPORTED VISUALS ON P-47'S. PAL 810 CONT'D SE TO OF3040 THEN SWUNG N.W. PAL 810 CHANGED BACK TO X-810 BY 336 WG. X-810 CAME N.W. TO OF4322 FADING AT THAT LOCATION. "LIFETIME GOLD" SCRAMBLED--NO INTERCEPTION BUT GAVE VISUALS ON SEVERAL P-47'S.
1800 LT. RAY ON DUTY.
2140 FROM WAR ROOM" FIRST NIGHT RECCE A/C NORTH ITALY BASED ACTIVE 2048A. AREA BASE UNKNOWN". TOO 2100A. PASSED TO 336 WING.
2151 X-831 1 A/C SOUTH IN OA2504. CHANGED TO B-831 AT 2154A WHEN SHOWED CODE 1.
2330 LT. PIERCE ON DUTY.
NO FURTHER REMARKS BEFORE 0500.

83/765 S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/asa

APO 650, U. S. Army,
11 March 1945.

M.I.O. LOG FOR 0500, 10 MARCH TO 0500, 11 MARCH 1945.

0500 Lt. Brooks on duty.
0730 Lt. Young on duty.
1230 Lt. Ray on duty.
1340 642, a B-25 supposedly from Corsica, crashed 2 miles south of Pontedera. Crew bailed out and pilot believed O.K. Pontedera Base Ops handled notification of unit.
1455 P-47 crashed south of Pisa Base. Alert platoon reported pilot removed and taken to hospital. W/X 41 only local P-47 airborne. Pilot's injuries reported minor.
1800 Lt. Brooks on duty.
2007 L/L to War Room U/S due change over of connections there.
2055 L/L to War Room O.K.
2300 Lt. Ray on duty.
2331 X-934, 1 a/c S.W. in OA-4551. Removed at 2338A, after only 2 plots.
0037 X-803, 1 a/c east OF-4023. Track continued east at 70 MPH and faded in OF-3932. US-2116 received sound plot. Signal strength on a/c very weak and it is supposed that it was an I-5 looking at a fire in the vicinity. Night fighter could find nothing.

No further entries before 0500.

S E C R E T

S3/755

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HBP/km

APO 650, US ARMY,
10 March 1945.

M.L.O. LOG for 0500 9 March '45 to 0500 10 March '45.

0500 Lt. Young on duty
0730 Lt. Pierce on duty.
0915 Info from White MLO of Daily Courier from XXII T.A.C. to 4th Corps. "Tiger Cub" departs Florence 1600 for 4th Corps C.P. at Lucca--arriving back at Florence 1800.
1017 X-862, 1 A/C at 24,000 coming South N.F. 0416 tagged R-Recco after IFF showed.
1130 Following Missions O.K.'d by Wg. Duty Officer for 338 Wg: (1) 4 A/C "Crystal" E.T.D. 1230, F/B to Target 96-27 & 96-28. (2) 4 A/C "Crystal" E.T.D. 12/30 F/B to Target 96-27 & 96-28 (3) 4 or 6 A/C "Crystal" E.T.D. 1600 A/R to area D & E.
1230 Lt. Brooks on duty.
1503 All L/L's out except trunks to Gasper Switch. Result (as reported by lineman) of fire in adjacent area.
1637 L/L to 338 Wg. now serviceable.
1800 Lt. Young on duty.
2244 X-173 in MJ2128 going North. One A/C, no code. This track was identified by R/T & a fix. Callsign "foundout", a Baker 25. Changed to bomber by 338 Wing in NJ 410, going Northwest. Time track changed to Bomber, 2256.
2300 Lt. Brooks on duty.
2336 X-861 now going South in NF0424. Controller diverted patrol for investigation.
2335 X-861 now going SS in NF 0734, 1 A/C not showing, speed 300 MPH, Angels 15000'.
2350 X-861 continued So. & went off our board in NJ1133 Angels at 1 15000'. Had showed Codes III-I-VI during course but failed to answer any of callsigns of A/C due in this area. No contact by fighter.
No further remarks before 0500.

83/503

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/km

APO 650, US ARMY,
9 March 1945.

M. I. C. LOG for 0500, 8 March '45 to 0500, 9 March '45.

0500 Lt. Pierce on duty.
0512 Hostile 122 1 A/C at 3000--passed from 338 Wing in NJ0749 going N.W. Mosquitos "Wildcat 30" on patrol from Rosignano, controlled by 338 Wg. attempted interception. Stern chase to coast--fading in Genoa area. Fighter recalled--no contact. Hostile 122 was probably same A/C as X-114 (entry 878/0315) on return flight.
0730 Lt. Ray on duty.
1230 Lt. Young on duty.
1345 X-121 appeared in CV1152 going NorthWest. One a/c, altitude 28,000, speed 240; No code. Midwood Gold section scrambled. X-121 continued North West at angels ranging from 25 to 30 thousand feet and faded in ND4052 at 1436. No interception was made. No movements to cover this track.
1415 X-870 appeared in NX-712 going North 1 A/C Angels 30,000, no code. Only three plots received. X-870 faded in NE1603 going Northeast. Filter Officer believed these three plots may have been on track 121.
1800 Lt. Pierce on duty.
2110 Following missions approved by Wing Duty Officer for 338 Wing: (1) 2 A/C "Crystal White" E.T.D. 0645. A/R to C-D-E. (2) 4 A/C "Crystal White" E.T.D. 0930 F/B to Target 96-27. (3) 4 A/C "Crystal White" E.T.D. 1100 F/B to target 96-27. Info passed to White & 338 Wing.
No further remarks before 0500.

83/490

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/km

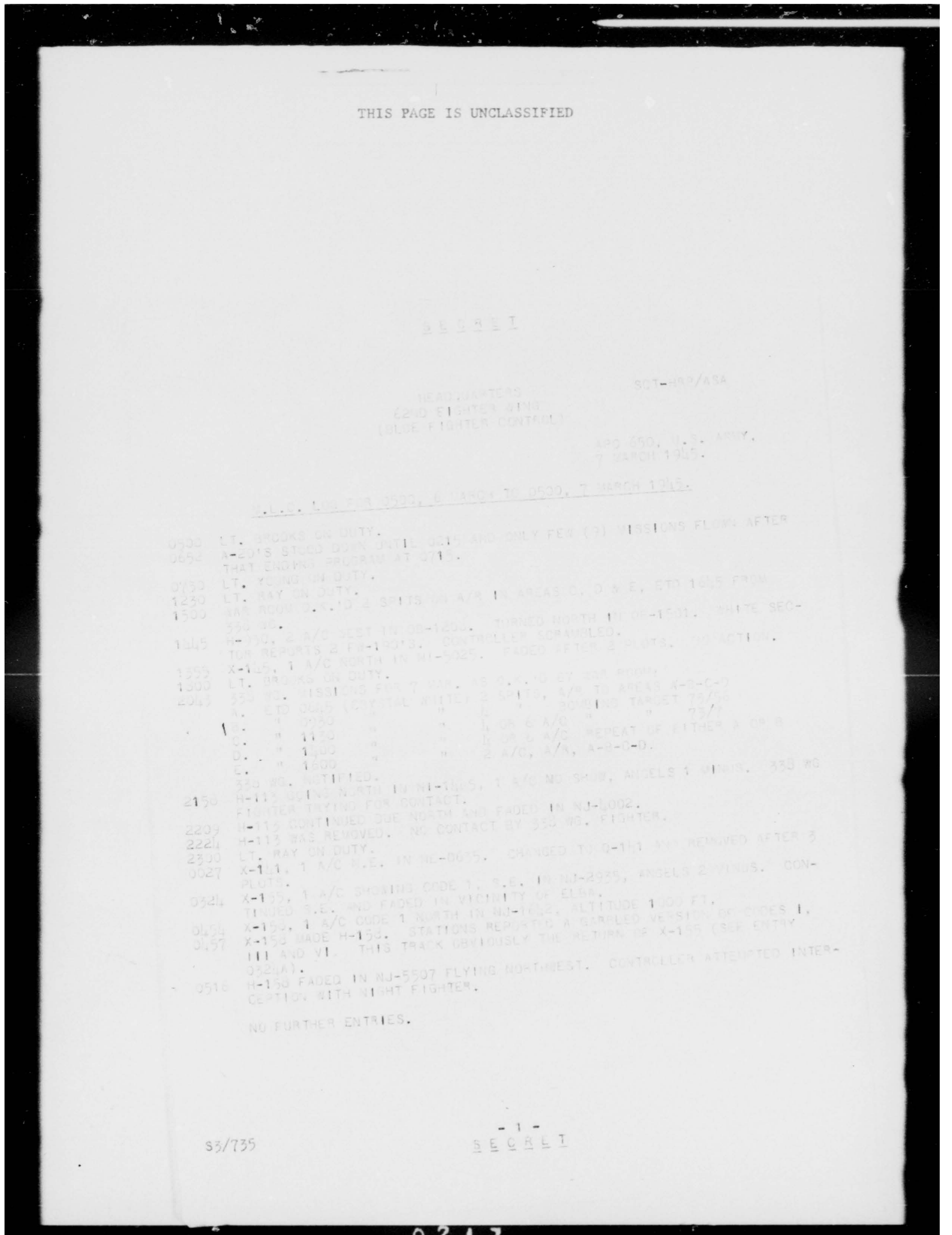
APO 650, U S Army,
8 March 1945.

M. L. O. LOG for 0500, 7 March '45 to 0500, 8 March '45.

0500 Lt. Ray on duty.
0516 H-158 faded in NJ 5507 flying Northwest. Controller attempted interception
with Nightfighter.
0730 Lt. Mirenda on duty.
0930 Reference item 349/2043--sub part (b) Changing Bombing target to 73/7.
Passed to War Room for approval. Passed to White M.I.O.
0940 Rockets .50 Calibre ackack firing at Marina de Pisa this morning at 5--10 000
feet. All concerned notified by Ops "B".
1125 War Room informs area in vicinity of Military Grid Q-103722 will be smoked
between 1000-1200 hours on following dates: 7-10-14-17-21-24-28 and 31 March.
1131 X-848 appeared in OA-4540, coming South at 25,000 feet. Bearing and fix at
1134A and 1135A altered ident to H-848. IFF showed at 1136A. Established
as "Brassneck 12". Scramble of "Midwood Gold" averted by R/T call.
1140 338 Wing request of Armed Recce 2 units "Crystal White" ETD 1400, operating
A-B-G-H areas approved by War Room.
1255 Lt. Brooks on duty.
1255 X-143 at 1252 going So. in NJ4500, 2 A/C at 1800' showing Code 1. Midwood
Gold being released by Cooler for Investigation.
1257 X-143 made Bomber 143 by 338 Wing.
1400 Lt. Pierce on duty.
1403 X-868 1 a/c at 24,000 coming South OA1641. On Fourth ~~xxx~~ Plot IFF showed
and "Sharpy 1743" 'Fixed' in same position. Scramble "Midwood Gold" averted.
X-868 changed to Recco.
1800 Lt. Ray on duty.
1813 X-897, 1 A/C at 15,000 flying South in OA 0959. Faded on 2nd plot. Controller
vectored dusk patrol.
2246 X-807 1 A/C at 27.000 SE in OA5527.
2251 X-807 made H-807 in OA 4047. Track continued SE off board and South to vicinity
of Naples; then returned up eastern coast.
2300 Lt. Pierce on duty.
0145 3rd Italian based night recco A/C active at 0100A. T.O.O. 2350A.
0315 X-114 passed from 338 Wing in NJ1850, 1 A/C going S.E. at 1000 ft. Changed
to hostile by 338 Wing. NJ0954. Cont'd S.E. fading from board.
No further remarks before 0500.

S3/747

S E C R E T



SOT-HRP/ASA

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

APO 650, U.S. ARMY,
7 MARCH 1945.

W.L.O. LOG FOR 0500, 6 MARCH TO 0500, 7 MARCH 1945.

0500 LT. BROOKS ON DUTY.
0652 A-20'S STOOD DOWN UNTIL 0215 AND ONLY FEW (?) MISSIONS FLOWN AFTER
THAT ENDING PROGRAM AT 0715.
0750 LT. YOUNG ON DUTY.
1230 LT. RAY ON DUTY.
1500 WAR ROOM O.K.'D 2 SPITS ON A/R IN AREAS C, D & E, ETD 1645 FROM
330 WG.
1645 H-350, 2 A/C WEST IN OB-1200. TURNED NORTH IN OB-1501. WHITE SEC-
TOR REPORTS 2 FW-190'S. CONTROLLER SCRAMBLED.
1855 X-145, 1 A/C NORTH IN NI-5025. FADED AFTER 2 PLOTS. NO ACTION.
1900 LT. BROOKS ON DUTY.
2045 330 WG. MISSIONS FOR 7 MAR. AS O.K.'D BY WAR ROOM:
A. ETD 0645 (CRYSTAL WHITE) 2 SPITS, A/R TO AREAS A-B-C-D
B. " 0930 " " 4 " BOMBING TARGET 75/56
C. " 1130 " " 4 OR 6 A/C " " 75/7
D. " 1400 " " 4 OR 6 A/C REPEAT OF EITHER A OR B
E. " 1600 " " 2 A/C, A/R, A-B-C-D.
330 WG. NOTIFIED.
2150 H-113 GOING NORTH IN NI-1865, 1 A/C NO SHOW, ANGELS 1 MINUS. 330 WG
FIGHTER TRYING FOR CONTACT.
2209 H-113 CONTINUED DUE NORTH AND FADED IN NJ-4002.
2224 H-113 WAS REMOVED. NO CONTACT BY 330 WG. FIGHTER.
2300 LT. RAY ON DUTY.
0027 X-141, 1 A/C N.E. IN NE-0635. CHANGED TO Q-141 AND REMOVED AFTER 3
PLOTS.
0324 X-155, 1 A/C SHOWING CODE 1, S.E. IN NJ-2935, ANGELS 2 MINUS. CON-
TINUED S.E. AND FADED IN VICINITY OF ELBA.
0454 X-158, 1 A/C CODE 1 NORTH IN NJ-1652, ALTITUDE 1000 FT.
0457 X-158 MADE H-158. STATIONS REPORTED A GARBLED VERSION OF CODES I,
III AND VI. THIS TRACK OBVIOUSLY THE RETURN OF X-155 (SEE ENTRY
0324A).
0516 H-158 FADED IN NJ-5507 FLYING NORTHWEST. CONTROLLER ATTEMPTED INTER-
CEPTION WITH NIGHT FIGHTER.

NO FURTHER ENTRIES.

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/km

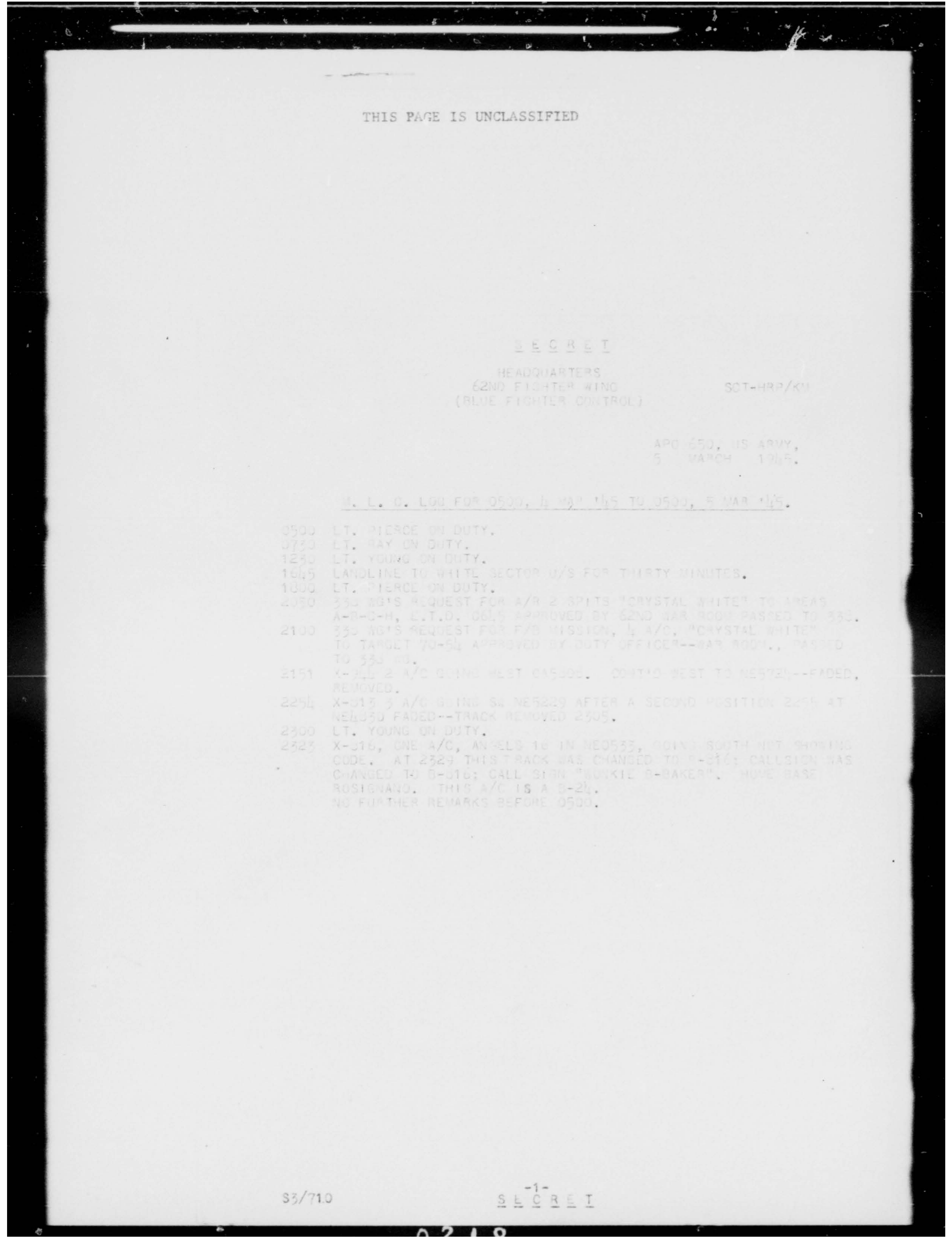
APO 650, US ARMY,
6 March 1945.

M. I. O. LOG FOR 0500, 5 March '45 to 0500, 6 March '45.

0500 Lt. Young on duty.
0730 Lt. Pierce on duty.
1230 Lt. Brooks on duty.
1736 War Room approved following missions for 338 Wing: (1) 0645, 2 A/C, "Crystal White"A/R areas D-E-F; (2) 0945, 4 or 6 A/C Bombing Target 30/43; (3)1230, 4 or 6 A/C Bombing Target 73/56; (4) 1530, 4 or 6 A/C, Bombing target of one of three previous hit. 339 Wing notified.
1800 Lt. Young on Duty.
2130 Forty-Seventh Bomb Group standing down due to weather.
2300 Lt. Brooks on duty.
2330 Via phone, War Room: "One Italian Recco active at 2015".
No further remarks before 0500.

S3/720

S E C R E T



S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
5 MARCH 1945.

M. L. O. LOG FOR 0500, 4 MAR '45 TO 0500, 5 MAR '45.

0500 LT. PIERCE ON DUTY.
0730 LT. RAY ON DUTY.
1230 LT. YOUNG ON DUTY.
1645 LANDLINE TO WHITE SECTOR U/S FOR THIRTY MINUTES.
1800 LT. PIERCE ON DUTY.
2050 330 WG'S REQUEST FOR A/R 2 SPITS "CRYSTAL WHITE" TO AREAS A-B-C-H, E.T.D. 0645 APPROVED BY 62ND WAR ROOM PASSED TO 330.
2100 330 WG'S REQUEST FOR F/B MISSION, ¼ A/C, "CRYSTAL WHITE" TO TARGET 70-54 APPROVED BY DUTY OFFICER--WAR ROOM., PASSED TO 330 WG.
2151 X-[illegible] 2 A/C GOING WEST CA5[illegible]. CONT'D WEST TO NE572[illegible]--FADED, REMOVED.
2254 X-313 3 A/C GOING SW NE5229 AFTER A SECOND POSITION 2255 AT NE4330 FADED--TRACK REMOVED 2305.
2300 LT. YOUNG ON DUTY.
2323 X-316, ONE A/C, ANGELS 16 IN NE0533, GOING SOUTH NOT SHOWING CODE. AT 2329 THIS TRACK WAS CHANGED TO F-316; CALLSIGN WAS CHANGED TO B-316; CALL SIGN "BONKIE B-BAKER". HOME BASE ROSIGNANO. THIS A/C IS A B-24.
NO FURTHER REMARKS BEFORE 0500.

S3/710

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
4 MARCH 1945.

M.L.O. LOG FOR 0500, 3 MAR '45 TO 0500, 4 MAR '45.

0500 LT. RAY ON DUTY.
0730 LT. BROOKS ON DUTY.
1245 LT. PIERCE ON DUTY.
1500 LT. RAY ON DUTY.
1520 H-313 2 A/C FLYING SE IN OB 5507 SPEED 250 MILES PER HOUR. WHITE SECTOR USED THEIR DUSK PATROL TO INTERCEPT. HOSTILE REMOVED AT 1553 HRS IN VICINITY OF OB1641.
1953 X-333 1 A/C ANGELS 20 SOUTH IN PE2955.
1956 X-333 MADE H-333 ANGELS 24 SPEED 200.
1957 H-333 DROPPED WINDOW IN OA1703. CONTINUED SOUTH DOWN COAST PASSING OVER LEGHORN TO THE SOUTHWEST AND DROPPED MORE WINDOW. TRACK WAS LOST AMONG WINDOW AND INTERCEPTING FIGHTER.
2020 H-333 PICKED UP IN OF4535 FLYING NE. REMOVED IN OF5242.
2031 X-350 APPEARED NORTHEAST IN OA0449. CONTINUED A NORTHWEST COURSE AT ANGELS 27 BUT AT RELATIVELY SLOW SPEED. FADED IN OA3713.
2315 LT. PIERCE ON DUTY.
0200 WAR ROOM APPROVED FOLLOWING MISSIONS FOR 350 WG. 1ST LIGHT (0622) ARMED RECCO OF 2 A/C "CRYSTAL BLUE" TO AREAS A-D-F-H FROM ROSIGNANO. FIGHTER BOMBER MISSION OF 4 A/C "CRYSTAL BLUE" TO AREA H, 20 MILES NORTH OF GENOA. E.T.O. 0930 TO 1000. INFO PASSED TO 350 WG AND WHITE M.L.O.'S.
NO FURTHER REMARKS BEFORE 0500.

S3/697

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
3 MARCH 1945.

N.L.O. LOG FOR 0500, 2 MAR '45 TO 0500, 3 MAR '45.

0500 LT. BROOKS ON DUTY.
0730 LT. MIRENDA ON DUTY.
1101 F-162, 1 A/C AT 25,000 FEET, APPEARED IN MAN ITEM 3655, HEADING N.E. CHANGED TO X-162 AT 1110A, TURNING EAST, NOW AT 6,000 FEET HEADED FOR PISA, BUT TURNED NORTH ALONG COAST. BELIEVED 47 BOMB WING WEATHER RECCO FROM CORSICA. 330 WING SCRAMBLED "CRYSTAL RED" BUT NO CONTACT MADE. FADED AFTER 1116A IN OBOE FOX 4115. CHANGED TO P-162 AT 1113A.
1230 LT. RAY ON DUTY.
1300 LT. BROOKS ON DUTY.
2055 WAR ROOM OK'D TWO (2) MISSIONS FOR 330 WG FOR 3 MAR '45. #1--2 A/C (SPITS CALLSIGN CRYSTAL WHITE) ON A/R TO AREAS A-B-C-H, ETD 0645; #2--4 A/C (SPITS, CALLSIGN CRYSTAL WHITE) BOMBING MISSION 20 MILES NO. OF GENOA. ETD 0730. 338 WG NOTIFIED.
2102 VIA PHONE FROM WAR ROOM: "1ST ITALY BASED NIGHT RECCO UP AT 2000A".
2155 VIA PHONE WAR ROOM: "2ND ITALY BASED RECCO ACTIVE 2053A".
2229 X-354 GOING SO. IN NE0391, 1 A/C, NO SHOW. FIGHTER VECTORED OVER FOR INVESTIGATION.
2238 X-354 CHANGED TO Q FOR QUESTIONABLE.
0104 H-389, 1 A/C, FLYING EAST IN OA354. CONTINUED EAST INTO WHITE SECTOR AND LATER IDENTIFIED BY F/O 30 AS A WELLINGTON.
0443 X-130 1 A/C SHOWING CODE VI AT ANGELS 2- FLYING NORTH IN NJ 3042. CONTINUED GENERAL NORTHERLY COURSE AND STOPPED SHOWING CODE VI IN NE0024. SPEED 250 MPH. TRACK FADED IN NE3724. 338 SCRAMBLED. NO ACTION HERE.

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-RRP/JRT

APO 650, U.S. ARMY
2 MARCH 1945

M. L. O. LOG FROM 0500 1 MARCH 1945 TO 0500 2 MARCH 1945

0500 LT. PIERECE ON DUTY.
0730 LT. RAY ON DUTY.
1057 X 993 ONE A/C SOUTH IN OB 1702.
1059 X 993 CHANGED TO Q 993 IN OB 1400.
1230 LT. BROOKS ON DUTY.
1900 LT. PIERCE ON DUTY.
2020 A/R FROM ROSIGNANO 0647 TO AREAS A-B-G-H-, O.K.ED BY WAR ROOM FOR 335 WING. ALSO FOUR A/C FIGHTER BOMBER MISSION TO TARGET 3TR-118 3043. E.T.D. 0930 FROM ROSIGNANO.
2300 LT. BROOKS ON DUTY.
2301 X 941 GOING SOUTH WEST IN OA 5504 ONE A/C, NOT SHOWING, ANGELS 16,000 FT.
2312 X 941 CROSSED COAST AT LA SPEZIA (NE0053) THEN ROUGHLY FOLLOWED SHORE LINE SOUTH. CONTROLLER SCRAMBLED AT 2310.
2320 X 941 CHANGED TO B FOR BOMBER 941 IN OF 3307. IDENTIFIED AS SNAILPACE H FOR HOW BY R/T FIX. MOVEMENT SIGNALS FOR THESE AIRCRAFT DO NOT CARRY R/T CALLSIGNS NOR ETD AND ETA FOR SPECIFIC AIRCRAFT. BOMBER WAS NOT SHOWING IFF.
NO FURTHER ENTRIES BEFORE 0500.

S3/676

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
1 MARCH 1945.

M.L.O. LOG FOR 0500, 28 FEBRUARY TO 0500, 1 MARCH 1945.

0500 LT. RAY ON DUTY.
0730 LT. BROOKS ON DUTY.
0814 L/LTO WHITE SECTOR SERVICEABLE. (BECAME U/S AROUND 0200 HRS.).
0914 WAR ROOM OK'D A/R MISSION FOR 338 WG. 4 SPITS, CRYSTAL SECTION, ETD 0930, TARGET AREA 20 MILES NO. OF GENOA. 338 WG NOTIFIED.
1055 ABOVE MISSION (0914 ENTRY) WAS NOT FULFILLED DUE INABILITY 2 A/C REACH TARGET. WAR ROOM OK'D DUPLICATE MISSION, 6 A/C, ETD 1230. 338 NOTIFIED.
1230 LT. PIERCE ON DUTY.
1317 X-839, 2 A/C COMING SOUTH, OA-0011. CONT'D SOUTH TO OF-4715. HEIGHT ESTIMATE 10,000. FILTER OFFICER CHANGED TRACK TO Q-QUESTIONABLE. SUSPECT TRACK TO HAVE BEEN ARTILLERY CUBS BUT NO VISUALS REPORTED.
1322 X-840, 1 A/C COMINS S.W. IN OF-5905. ANGELS 9,000. CAME SOUTH TO VIAREGGIO. VISUAL PASSED VIA AALO FROM VIAREGGIO G.O.R. OF ARTILLERY SPOTTING PLANE. X-840 CHANGED TO L-LIAISON.
1603 X-865, 1 A/C AT 16,000 FT. IN OA-1224 COMING S.E. CONT'D S.E. PASSING TO WHITE SECTOR, OG-5501 AT 1609 HRS. CODE 1 PICKED UP. CHANGED TO P-PAL BY WHITE MLO.
1800 LT. RAY ON DUTY.
1950 WAR ROOM DUTY OFFICER OK'D 338 WG. SPIT SECTION TO DO A/R IN AREA NORTHWEST OF GENOA, ETD 0645 1 MARCH. ALSO X 4 SPITS W/BOMBS TO WORK SAME AREA, ETD 0930 HRS., 1 MARCH.
2007 X-880, 1 A/C ANGELS 15 FLYING EAST IN OA-3651. ANGELS CHANGED TO 25 ON 2ND PLOT.
2018 X-880 TURNED SOUTH IN OB-0217.
2021 X-880 CHANGED TO P-880 BY WHITE SECTOR.
2031 P-880 CHANGED TO X-880 IN OG-2655 AND MADE H-880 AT NEXT MINUTE. TRACK CONTINUED SOUTH AND UNOFFICIAL INFORMATION REPORTED FLARES OVER NAPLES. HOSTILE RETRACED COURSE NORTH AND 338 WG. MOSQUITO GOT CONTACT SOUTH OF FLORENCE. CONTINUED NORTH AND NORTHWEST OF FLORENCE. GINNY 17 TOOK OVER FROM 338 MOSQUITO AND SUBSEQUENTLY SHOT DOWN HOSTILE. HOSTILE HAD FADED IN OA-5023.
2256 H-913, 1 A/C S.W. ANGELS 19 IN OB-2028. CONTINUED S.W. TO OB-1020 AND FADED.
2300 LT. PIERCE ON DUTY.
0005/01 GINNY 17 (ENTRY 2031) RETURNED TO BASE; ENGINE TROUBLE. BAILED OUT NEAR PONTEDERA. PILOT AND R.O. LANDED SAFELY.
0243 X-108, 1 A/C PICKED UP 45 MILES N.W. OF CAPE CORSE IN NI-3135 TRAVELLING NORTH AT ESTIMATED 5,000 FT. CHANGED TO HOSTILE. CONT'D DUE NORTH, FADING AT COASTLINE IN GENOA AREA, 0303 HRS. WEATHER TOO BAD FOR SCRAMBLE.
NO FURTHER ENTRIES BEFORE 0500.

S3/661

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/K

APO 650, US ARMY,
28 FEBRUARY 1945.

M. L. O. LOG FOR 0500, 27 FEB '45 TO 0500, 28 FEB '45.

0500 LT. BROOKS ON DUTY.
1215 X-151 1 A/C AT 20,000+ PASSED FROM 338 WING IN OF2568 COMING NORTH. TURNED EAST OG1910 THEN SOUTH AT OG1513. CONT'D SOUTH OFF FILTER BOARD AT 1203 HRS. DIRECTION S.E. O.G.1017. "MINEFIELD COPPER" SCRAMBLED FROM PISA AND "CRYSTAL BLUE" FROM ROSIGNANO--BOTH RECALLED.
1230 LT. RAY ON DUTY.
1630 BASE OPS INFORMS THAT PISA BASE WILL BE CLOSED NIGHTS FROM 1300 HRS TO 0500 HRS. 27TH FEB THRU 3 MARCH BOTH INCL. 350 GG & WHITE SECTOR NOTIFIED.
1300 LT. BROOKS ON DUTY.
1305 X-946 & X-957 STOOGING IN AREA. OB0510. FIVE PLOTS AND FADED AT 1315 HOURS.
2010 BY COOLER: "ENEMY ACTIVITY LAKE GARDA AREA 15000".
2030 WAR ROOM OK'D A/R (FOR 350 NG) 2 SPITS AREAS A-B-C-G-H-J. ETO 0645 CALLSIGN "CRYSTAL WHITE" 350 NOTIFIED.
2040 1/2 B-310 NOW IN MJ5111 AT ANGELS 24+ (TRACK CONTINUED DUE SOUTH AT CONSTANT COURSE, SPEED (300 MPH) AND ALTITUDE. NO CONTACT)
2215 H-192 GOING NO. IN NH1746 (BY 2116) 1 A/C. NO SHOW. TRACK CONTINUED DUE NORTH WITH 335 FIGHTER TRYING FOR INTERCEPTION. FIGHTER MADE FOUR CONTACTS BUT NONE CLOSER THAN TWO MILES.
2245 H-192 FADED GOING NORTH-EAST IN NE4620 ANGELS 20,000'. H-192 BELIEVE TO BE RETURN TRACK OF X-310 AND WAS PLOTTED IN BOTH DIRECTIONS BY 2116 WHICH GAVE A CONTINUOUS TRACK.
2300 LT. RAY ON DUTY.
NO FURTHER REMARKS BEFORE 0500.

S3/648

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

27 FEBRUARY 1945.

M.L.O. LOG FOR 0500, 26 FEBRUARY TO 0500, 27 FEBRUARY 1945.

0500 LT. PIERCE ON DUTY.
0730 LT. YOUNG ON DUTY.
1230 LT. BROOKS ON DUTY.
1747 X-873 GOING S.E. IN OF-5906, 1 A/C NO SHOW ANGELS, 10. CONTROLLER SCRAMBLED.
1754 X-873 CHANGED TO F-873, NOW SHOWING, CODE VI, GOING SOUTH IN OF-4316.
1800 LT. PIERCEON DUTY.
2015 X-883, 1 A/C COMING SOUTH, OA-0935. TRACK TURNED NORTH. IDENT CHANGED TO BOMBER AFTER IFF SHOWED, 2013. IN OA-2540.
2127 X-886, 1 A/C AT 15,000 IN OA-0118; CHANGED TO BOMBER AFTER FIXED AS MATCHLESS LDR #1. NOT SHOWING IFF.
2137 BOMBER 886 FADED, OF-5320. X-887, NEW TRACK OF 2 PLUS A/C PICKED UP, OF-5029 NOT SHOWING. AGAIN FIXED AS MATCHLESS LDR #1. STILL NOT SHOWING, OF-3428.
2145 X-888, 1 A/C CHANGED TO BOMBER ON 2ND PLOT IN NE-0830 AFTER MARK III, CODE 1 SHOWED.
2205 X-889, 1 A/C AT 17,000, NJ-5735. CHANGED TO B-BOMBER BY 338 WING MLO, NJ-5538. NO IFF; CHECK WITH 338 WING MLO AND HE THOUGHT TRACK TO BE BAKER 2[illegible]. TRACK CONT'D ON S.E. COURSE. JUST NORTH OF GORGONA ISLE CODE 1 SHOWED.
2215 A/R "CRYSTAL WHITE" FROM ROSIGNANO TO AREAS A-B-C-G-H-J, ETO 0645. O.K.'D BY WAR ROOM. INFO. PASSED TO WHITE AND 338 WING.
2300 LT. BROOKS ON DUTY.
NO FURTHER ENTRIES BEFORE 27/0500A.

S3/642

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
26 FEBRUARY 1945.

M.L.O. LOG FOR 0500, 25 FEB '45 TO 0500, 26 FEB '45.

0500 LT. YOUNG ON DUTY.
0730 LT. RAY ON DUTY.
0930 8TH SAAF, 57TH FG AND 350TH STANDING BY PENDING IMPROVEMENT IN WEATHER.
1230 LT. MIRANDA ON DUTY.
1310 X-329 APPEARED NORTHEAST OF PONTEDERA AT 27,000 FEET COMING WEST, NO IFF, ONE A/C AT 1310 HOURS. "MINEFIELD COPPER" SCRAMBLED. MADE R-329 AT 1312A WHEN WHITE SECTOR STATIONS READ CODE 1 (IFF) "CRUSADE 3L" ON WAY TO N.W. ITALY CALLED TO IDENTIFY SELF AS "BOGEY". TRACK UNUSUAL IN CUTTING DIRECTLY WEST THROUGH PISA AREA, USUALLY TAKING N.W. VECTOR ON OUTGOING LEG.
1352 X-339, 1 A/C, NO HEIGHT, NO IFF, PICKED UP IN OA1729, GOING S.W. CONTINUED TO OA1225, 0023, OF5521, 5930 WHERE CHANGED TO R-339 AT 1401, NOW SHOWING. BELIEVED P-38 FROM PHOTO-RECCO BASE AT FLORENCE. BUT NO CONTACT MADE BY "MINEFIELD COPPER" WHICH PURSUED BANDIT TRACK.
1355 X-340 APPEARED (WHILE X-339 STOOGING IN AREA) AT NE 0257 GOING N.W. CONTINUED TO NE-0251, NJ-5055, OF-5700, OF 5502, 5409, 5111, 5014, 4916, 5123, AND CHANGED TO P-340 AT 1405-A. HEIGHTS VARIED 19,000 TO 14,000 MINUS FEET. MADE F-340, AS BELIEVED XX FIGHTERS PICKED UP AS ORIGINAL PURSUED TRACK FADED OUT.
1600 LT. PIERCE ON DUTY.
1605 WAR ROOM APPROVED 338 WING'S REQUEST FOR "CRYSTAL BLUE" SECTION, 2 SPITS, ON A/R MISSION TO AREAS B-C-D-E E.T.D. 1615. INFO PASSED TO 338 WG AND WHITE M.L.O.
1710 CRYSTAL BLUE #1, HIT BY FLAK. BAILED OUT NJ5555, 7 OR 8 MILES SOUTH OF LA SPEZIA.
1800 LT. YOUNG ON DUTY.
2022 X-150, 2 A/C IN NE0504 GOING SOUTH EAST NOT SHOWING CODE, AT 2028, 338 WING MADE THIS TRACK COASTAL SHOWING CODE SIX.
2300 LT. PIERCE ON DUTY.
2310 X-392 1 A/C IN NE0228 COMING SOUTHEAST CHANGED TO K FOR KOSTAL AFTER MARK III CODE 1 SHOWED--WELLINGTON PATROL FROM ROSIGNANO.
0010 338 WG'S REQUEST FOR FIRST LIGHT (0631) A/R TO AREAS A-B-C-G-H-J APPROVED. 2 SPITS "CRYSTAL BLUE" FROM ROSIGNANO. INFO PASSED TO 338 WG AND WHITE M.L.O.

S E C R E T

SECRET

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
25 FEBRUARY 1945.

W.L.O. LOG FOR 0500, 24 FEBRUARY TO 0500, 25 FEBRUARY 1945

0500 LT. RAY ON DUTY.
0730 LT. BROOKS ON DUTY.
0940 WAR ROOM O.K.'D THREE FIGHTER-BOMBER MISSIONS FOR 333 WING GOING TO TARGET 73/13 (P-955762), 4 A/C EACH FLIGHT: CALLSIGN CRYSTAL BLUE: ETD 1100, 1300, 1500. NOTIFIED 333 WING.
1230 LT. YOUNG ON DUTY.
1713 X-330, 2 A/C, ANGELS 20 PLUS, NO CODE, IN NJ-5947 GOING SOUTHEAST. AT 1720 THIS TRACK WAS IDENTIFIED BY A VISUAL AND FIX. 4 P-47, CALL SIGN "LIFETIME RED".
1745 LT. RAY ON DUTY.
1815 "THREE ITALY BASED RECCES FORECAST ONE PROBABLY BERGAMO A/D ONE POSSIBLY LIGURIAN SEA." FROM WAR ROOM.
1820 A-3 DY. OFFICER O.K.'D SPIT SECTION TO RECCE AREAS D.C.J. & K. ETD 0700 25 FEB 45.
2029 X-394, 1 A/C SOUTH IN OA-2045, NO SHOW. CHANGED TO B-394 WHEN CODE 1 PICKED UP. A/C IDENTIFIED AS BRASSNECK 55.
2300 LT. YOUNG ON DUTY.
2327 X-137, 1 A/C, ANGELS 2 MINUS IN NJ-2745 GOING SOUTHEAST. AT 2345 CHANGED TO H-137 IN NJ-0909 GOING SOUTHWEST & WAS PLOTTED OFF THE BOARD.
2336 X-010, 1 A/C, ANGELS 25000, SPEED 290 IN OA-1923 GOING SOUTH. NO CODE PICKED UP ON THIS TRACK. THIS TRACK WAS PLOTTED OFF THE BOARD IN OG-1313 GOING SOUTHEAST AND WAS REMOVED AT 0003. IT IS BELIEVED THIS A/C TO BE A B-24 FROM BRINDISI, BUT TRACK WAS LEFT X-RAY BECAUSE IT WAS OFF COURSE AND HAD ANGELS 25,000, NOT SHOWING CODE.
0031 H-137, 1 A/C, ANGELS 2 MINUS REAPPEARED IN NI-1532 GOING DUE EAST. AT 0040 CHANGED TO X-137 IN NJ-1109 STILL TRAVELLING EAST. AT 0055 X-137 WAS IDENTIFED BY A FIX TO BE A TRANSPORT, CALL SIGN "RATHOLE 2".
0140 H-974, 1 A/C, ANGELS 26000 IN OG-5830 GOING N.W. THIS A/C DROPPED FLARES OVER NAPLES AND THEN CAME NORTH. F/O 40 WAS A/B AT 0122 AND TURNED OVER TO COOLER FOR ATTEMPTED INTERCEPTION ON THIS TRACK. NO CONTACT MADE. TRACK REMOVED AT 0210 IN NE-3435 GOING NORTHWEST.
0200 H-415, 1 A/C, ANGELS 25,000 IN OG-3230 GOING NORTHWEST. GINNY 17 A/B AT 0142 FOR ATTEMPTED INTERCEPTION ON THIS TRACK. ALL G.C.I. STATIONS POSSIBLE OF WHITE, BLUE SECTORS & 338 WING WERE USED. TWO CONTACTS WERE MADE. TRACK WAS REMOVED AT 0229 IN NE-3415 GOING NORTHWEST. A MESSAGE WAS SENT TO 22ND TAC AND 62ND WING ON THIS HOSTILE ACTIVITY.
0230 WHITE SECTOR REPORTED 47 BOMB GP. STANDING DOWN DUE TO WEATHER. NO FURTHER ENTRIES BEFORE 0500.

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SECRET

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
24 FEBRUARY 1945.

W. L. O. LOG FOR 0500, 23 FEB '45 TO 0500, 24 FEB '45.

0500 LT. BROOKS ON DUTY.
0730 LT. PIERCE ON DUTY.
1028 WAR ROOM DUTY OFFICER APPROVED 338 WG'S REQUEST FOR 3 SPITS "CRYSTAL BLUE" E.T.D. ROSIGNANO 1200 FOR BOMB TARGET 73-13 INFOR PASSED TO 338 WG AND WHITE.
1030 BAKER 24 "SNAILPACE R" BRINDISI BASED PASSED THROUGH THIS AREA EVENING OF FEB 22 ON N.W. ITALY MISSION. SHOWING BROAD I.F.F. UNABLE TO CONTACT ON R/T AFTER FIRST CALL. CHECK WITH 338 WG DISCLOSED THIS THE 3RD NIGHT FOR "SNAILPACE R" OPERATING THROUGH THIS SECTION WITH FAULTY IFF.
1230 LT. RAY ON DUTY.
1800 LT. BROOKS ON DUTY.
1805 A-920 CHANGED TO X-920, STOOGING IN OA1253, 1 A/C NOT SHOWING, ANGELS 14,000.
1810 X-958 STOOGING IN OB1929, 1 A/C, NO SHOW, NO ANGELS.
1813 X-958 MADE H-958 COMING SW IN OB1626.
1815 X-958 CHANGED TO A-958 IN OB1626.
1825 X-920 CHANGED TO Q FOR QUERY IN OA 1253.
2004 WAR ROOM OK'D A/R MISSION FOR 338 WG ON MORNING 24TH FEB. ETD 0645, 2 SPITS, CALLSIGN CRYSTAL BLUE, GOING TO AREAS B-C-D 338 WG NOTIFIED.
2043 F-832 CHANGED TO X-832 IN NJ5920, 1 A/C NOT SHOWING, ANGELS 10 MINUS.
2047 X-832 MADE B FOR BOMBER, 832 BY 336 WG IN NJ5026, NOW SHOWING CODE I.
2300 LT. RAY ON DUTY.
NO FURTHER REMARKS BEFORE 0500.

S3/601 SECRET

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S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
23 FEBRUARY 1945.

M.L.O. LOG FOR 0500, 22 FEB '45 TO 0500, 23 FEB '45.

0500 LT. PIERCE ON DUTY.

0730 LT. YOUNG ON DUTY.

0852 X-836, ONE A/C, ANGELS 10, SPEED 150. NOT SHOWING CODE. AT 0857 TRACK FADED IN OA1436 AND WAS REMOVED FROM THE BOARD. BECAUSE OF SPEED OF ANGELS IT IS BELIEVED THIS TRACK MAY HAVE BEEN AN L-5 A/C.

1230 LT. MIRENDA ON DUTY.

1410 ARMED RECCO, 2 SPITS, "CRYSTAL BLUE" TO AREAS C, D, J, K, AT 1500A O.K.'S BY WAR ROOM, PASSED TO 535 & WHITE.

1413 X-805 APPEARED IN OBOE ABLE 1156, DIRECTION SW, ONE A/C, NO IFF. TRACK STOOGED NE TO OBOE ABLE 1557 AND OBOE ABLE 1459, ENTERING WHITE SECTOR AREA TO XXXX OBOE ABLE 1459, ENTERING WHITE WHITE SECTOR AREA TO OBOE BAKER 0307 AND 0811 WHERE CHANGED TO P-805 AT 1428A ON BASIS OF IFF READING, THEIR STATION. LIFETIME SCRAMBLED AT 1413. NO CHASE.

1431 X-898 ONE A/C IN OF5452 HEADING SOUTH NOT SHOWING CHANGED TO F898 AS TRACK HEADED FOR BASE. NO ACTION.

1442 X-801 2+ A/C IN OA2902 HEADING DUE EAST, THEN TURNED S.E. AT OA2858. REMOVED AT 1446A. NO ACTION.

1456 X-803, 3+ A/C, IN OA2753 HEADING EAST, THEN NORTHEAST. BELIEVED EVOLVED OF AFOREMENTIONED X-801. CHANGED TO F-803 AS TRACK TURNED SOUTHWEST AT 1459A. BELIEVED TO "JIMMY RED" ON ARMED RECONNAISSANCE BOLOGNA AREA BUT NO R/T RESPONSE UPON CALL.

1530 X-809 PICKED UP IN NE1530 GOING S.E., 1 A/C AT 15,000 PLUS FEET, NO IFF, SPEED 350 MPH. TRACK CONTINUED DOWN COAST. SCRAMBLE AVOIDED AT VISUAL FROM VIA REGGIO ACK-ACK OF P-38. "SHARPIE 105" FIXED TO THIS POSITION. NO IFF TO ALL STATIONS PLOTTING DESPITE REQUESTS FOR COCKERAL. VIRTUALLY IMPOSSIBLE TO IDENTIFY RETURNING RECCOS WITHOUT R/T CALLS OR IFF SPECIFICALLY WITH FULL PROGRAM DURING DAYLIGHT HOURS. X-809 MADE R-809 AT 1538A.

1542 "SHARPIE 105" WHEN ASKED TO CHECK IFF("IS YOUR COCKERAL CROWING") REPLIED HE DIDN'T KNOW WHAT "COCKERAL" MEANT. RECOMMENDING WHITE CALL P.R.U. AT FLORENCE WITH THIS INFORMATION AND SUGGESTING R/T BRIEFING.

1628 FW 190 REPORTED AIRBORNE--WHITE.

1715 BANDIT REPORTED ON 000 DEG BEARING--WHITE.

1735 X-825 STOOGING IN OBOE ABLE 1042 AREA BELIEVED CUB ACTIVITY. SEEMS TO CONTINUALLY ORBIT ONE SPOT. NO ACTION DIRECTED.

1800 LT. PIERCE ON DUTY.

2001 ONE ENEMY RECCO IN VILLA FRANCA AREA HEADED EAST AT 6,000 FT. INFO FROM WHITE. PASSED TO CONTROLLER & WAR ROOM.

2055 2051 HRS. HOSTILE 920 IN WHITE SECTOR. 1 A/C SW IN OB2520. STOOGED UNTIL 2055 IN SAME AREA--REMOVED BY WHITE.

2130 2111 HRS X-843 1 A/C GOING EAST OA2653. CONT'D EAST TO OA3237

S3/592

0229

THIS PAGE IS DECLASSIFIED IAW EO 13526

S E C R E T

MLO LOG FOR 22, 23 FEB '45 (CONT'D).

WHEN WHITE M.L.O. PASSED INFORMATION THAT X-343 HAD BEEN FIXED AS "GINNY 42". X-343 CHANGED TO FIGHTER. "GINNY 42" ON CHASE FOR HOSTILE--995 (FOLLOWING ENTRY).

2145 2054 HRS X-995 1 A/C AT 26,000 FT IN 033305 GOING WEST. CHANGED TO HOSTILE 995 BY WHITE M.L.O. AT 2057 HRS. 032309. REMOVED 2114 HRS GOING S.E. IN 080542. REAPPEARED 2130 HRS GOING N.W. IN 080732--1 A/C AT 25,000 FT CONT'D N.W. WITH FIGHTER 343 (ENTRY 725/2130) IN CHASE TO 0A3344 WHERE "GINNY 42" WAS CALLED BACK. HOSTILE RAID DID NOT ENTER THIS AREA.

2300 LT. BROOKS ON DUTY.

2317 WAR ROOM O.K.'S A/R PATROL FOR 338 WG. TWO (2) SPITS, CALL SIGN CRYSTAL BLUE A/B FIRST LIGHT, GOING TO AREAS C-D-J-K., 338 WING NOTIFIED.

NO FURTHER REMARKS BEFORE 0500.

S3/592

S E C R E T

0230

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
22 FEBRUARY 1945.

M.L.O. LOG FOR 0500, 21 FEB '45 TO 0500, 22 FEB '45.

0500 LT, MIRENDA ON DUTY.
0730 RECAPITULATION ON 47 BOMB GP A-20 OPERATIONS: (6) SORTIES, OF WHICH (53) CALLED "BACON" OR COOLER" CHECKING OUT OF PO VALLEY FOR 88% EFFICIENCY. M.L.O. AT WHITE SECTOR REQUESTED TO EXERT EXTRA EFFORT IN THIS RESPECT.
0800 LT. RAY ON DUTY.
1220 BASE OPS INFORMS THAT PISA WILL BE CLOSED FOR 6 CONSECUTIVE NIGHTS COMMENCING NIGHT OF FEB 21--22. 338, WHITE & CONTROLLER INFORMED.
1230 LT. BROOKS ON DUTY.
1350 62ND WG DUTY OFFICER O.K.'S A/R MISSION FOR 338 WG OF 2 SPITS (CALLSIGN CRYSTAL BLUE) IN AREA'S J, C, E, & L TO BE A/B AT 1530. NOTIFIED 338 WG.
1405 TR 879 GOING SE IN NE2412 (6 MI E OF GENOA) MADE X-RAY. HIGH, NOT SHOWING, NO MOVEMENT. CONTROLLER SCRAMBLED.
1407 X-879 CHANGED TO RECCO 879. MOVEMENTS ON HAND SHOWED FOURSQUARE 18 DUE IN NW ITALY AND RETURN TO FOGGIA BY 1430. 338 WG INFORMED THEY REC'D SIGNAL VIA PHONE FROM 323 WING SETTING TIME OF RETURN OF RECCO F SQ 18 DOWN TO 1530 HRS. WE REC'D NO SUCH INFORMATION. REQUESTED IN FUTURE 338 WG PASS TO US IMMEDIATELY ALL SUCH CHANGES FROM LOWER ITALY, AS ALL SUCH INFORMATION REC'D BY US VIA SIGNAL GENERALLY ARRIVES TOO LATE TO ESTABLISH IDENTITY.
1434 X-940 REPORTED IN OA2853 1 A/C. NO SHOW.
1436 X-940 CHANGED TO F-940 BY WHITE.
1800 LT. YOUNG ON DUTY.
1845 MLO WHITE SECTOR REPORTED 47 B. GP. STANDING BY PENDING WEATHER.
1915 47 B. GP RESUMED OPERATIONS.
2057 X-821 ONE A/C IN OA1041 GOING SOUTH. AT 2107 THIS TRACK REMOVED FROM THE BOARD AT THE POSITION. ONE STATION IN WHITE SECTOR GOT THREE PLOTS ON THIS TRACK.
2237 X-832 1 A/C, ANGELS 19 IN NJ5053 GOING SOUTH EAST. NOT SHOWING CODE. AT 2245 CHANGED TO BOMBER SHOWING CODE 1.
2300 LT. PIERCE ON DUTY.
2335 X-840 1 A/C AT 7,000 FT. IN OA1439 CONTACTED VIA R/T AND CHANGED TO BOMBER. IFF NOT SHOWING.
0100 X930 2 A/C OA2021 FOING SOUTH. "GINNY 31" FIXED IN SAME POSITION X-RAID TAGGED FIGHTER AFTER 6 MINUTES.
0100 POSSIBLY JU 88 NIGHT RECCO TIME, AREA UNKNOWN. T.O.O. 2302A.
0150 4TH ITALY RECCO A/C ACTIVE 0009A. AREA UNKNOWN.
0220 GERMAN RECCO ACTIVE 0112A.
0355 X-817 1 A/C AT 15,000 IN OA1520 COMING SOUTH. CHANGED TO BOMBER 0342 OA0223--FIXED AS "MILLSHEEL 65" LATTER FIX SHOWED B-816 TO BE "MILLSHEEL 65". INASMUCH B-817 NOT SHOWING IFF IT WAS CHANGED TO X-817 UNTIL DEFINITE CALL SIGN COULD BE FIXED. X-817 CONT'D SOUTH PASSING INTO 338 WG AREA. CHANGED TO BOMBER 817 BY 338 WG M.L.O. AT 0352--POSITION OF2734. IFF STILL NOT SHOWING NO R/T ~~XXXXXX~~ CONTACT. TRACK CONT'D S. FADING IN ROSIGNANO AREA.

0231

S E C R E T

CONTROLLERS' LOG FOR 21, 22 FEB '45 (CONT'D).

0355 (CONT'D).... A/C VERY PROBABLE A-20 BUT UNABLE TO MAKE POSITIVE IDENTIFICATION.

THIS PAGE IS DECLASSIFIED IAW EO 13526

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
21 FEBRUARY 1945.

M.L.O. LOG FOR 0500, 20 FEB '45 TO 0500, 21 FEB '45.

0500 LT. RAY ON DUTY.
0730 LT. BROOKS ON DUTY.
1049 P-920 IN OA 0558 CHANGED TO X-920. L/T GOLD VECTORED OVER TO COOLER FOR INVESTIGATION.
1100 X-920 CHANGED TO QUERY 920 IN 080203.
1104 Q-920 REMOVED.
1140 FROM 62ND WG: "ACK-ACK FIRING 6 RDS 1430, 9000' AT L-848301".
1230 LT, MIRENDA ON DUTY.
1318 P-38 RECCO "CRUSADE 130" APPROACHING FROM WEST AT 21,000 FEET. NO IFF. REQUESTED "COCKERAL" CHECK. CODE I SEEN AT 1323A, 15 MILES OFF COAST. RECOMMENDING SQUADRON CHECK HIS WEAK RESPONSE, VIA WHITE SECTOR M.L.O.
1350 PISA AIRDROME TO BE CLOSED FROM 1800--0500 HOURS FOR WEEK PERIOD, REPAIRING RUNWAY. OPENING TO BE LATER ANNOUNCED.
1455 VIA PHONE CALL FROM 338 WING, 64 TROOP CARRIER GROUP REQUESTED TO NOT USE ARMY SERIAL NUMBER AND CONTINUE USING ONLY R/T CALL-SIGNS WHEN CALLING SECTOR.
1557 X-138, ONE AIRCRAFT AT 26,000 FT. APPEARED IN NAN DOG 0634 (COAST S.W. OF GENOA) AT 1557A.
TRACK STOOGED SOUTHWEST TO NAN ITEM 5914 AND 5402 TURNED SOUTHE-EAST AT NAN ITEM 5855 AT 1608A. CONTINUED TO NAN EASY 1610 AT 30,000 FEET, CLOCKED AT 300 MPH PLUS. CONTINUED EAST, STOOGED IN LA SPEZIA AREA, DOWN COAST TO COAST S.W. OF PISA, EAST (NORTH OF PISA) CONTINUED SOUTHWEST IN DIRECTION OF FOGGIA AIR-FIELDS. BELIEVED TO BE MOSQUITO "FISHHOOK 40" CALLED SEVERAL TIMES ON R/T TO NO AVAIL. IFF NEVER OBSERVED TO FOUR STATIONS PLOTTING. (THIS PHOTO-RECCE FOGIA (ETA) 1715A). "CRYSTAL RED" WAS SCRAMBLED AT 1610A BY 338 WING AND "LIFETIME SILVER" PUT ON PATROL AT 1603A BY THIS SECTOR. NO CONTACT REALIZED.
1630 PISA OPEN FOR TONIGHT ONLY. (SEE 680/1350).
1750 2 SPITS ON ARMED RECCO, "CRYSTAL BLUE" TO OPERATE AREAS, D - E - K - L AT 0700 HOURS FROM ROSIGNANO. WAR ROOM O.K.'D MISSION, 338 NOTIFIED.
1800 LT. RAY ON DUTY.
2300 LT. MIRENDA ON DUTY.
2326 X-131 1 A/C PICKED UP GOING WEST IN NJ 2318, THEN NJ2200 AT 1000 MINUS FEET. LAST SEEN AT NI 2040 AT 2338A. REMOVED BY 338 WING FROM BOARD. "FRONTDOOR 42" CHASED BOGEY BUT NO CONTACT.
NO FURTHER REMARKS BEFORE 0500.

S3/571

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
20 FEBRUARY 1945.

M.L.O. LOG FOR 0500, 19 FEB '45 TO 0500, 20 FEB '45.

0500 LT. BROOKS ON DUTY.
0730 LT. PIERCE ON DUTY.
1230 LT. RAY ON DUTY.
1314 X-828 1 A/C AT 20,000' FLYING WEST IN OF-5335. CALLED WHITE SECTOR VIA PBS (L/L BEING REPAIRED) AND THEY GAVE US MOVEMENT ON FEATURE 14 FROM FLORENCE. ETD 1255, ETA 1320. FIX SHOWED X-828 TO BE FEATURE 14 AND TRACK CHANGED TO R-828 AT 1328 HRS. A/C DOES NOT CARRY IFF EQUIPMENT. CONTROLLER SCRAMBLED.
1710 X-852 1 A/C SOUTH IN OA1250. CHANGED TO Q-852 AT 1723 HRS. IN APPROXIMATELY SAME POSITION.
1731 X-924 1 A/C SOUTH IN OB0017. CONTINUED SOUTH AND CHANGED TO A-924 IN VICINITY OF FLORENCE.
1815 LT. BROOKS ON DUTY.
1813 X-855 GOING SOUTH IN OF5552 1 A/C NOT SHOWING ANGELS 12.
1832 X-855 MADE Q855 AND REMOVED IN OF4242. TRACK CAME SOUTHWEST AT A SPEED OF 90 MPH AND WIND WAS FROM NE AT 60 MPH. TRACK ASSUMED TO BE WEATHER BALLOON.
2300 LT. RAY ON DUTY.
2352 X-160 1 A/C EAST IN NJ4829. TURNED SOUTH IN NJ3445 AT 2357 HRS. CHANGED TO H-160 AT 0003 HRS AND CONTINUED OFF BOARD TO SOUTH. CONTROLLER USED PATROL A/C.
0041 B-803 SOUTH IN OA3205. SEEMED TO COINCIDE WITH FRIEDSPRAT 18 COMING IN ON 170 DEG. 338 WING GETTING CODE VI.
0043 B-803, OA2804 ANGELS 20. CONTROLLER CALLED A/C APPROACHING BACON FROM NORTH. FRONTFACE IN VICINITY OF LA SPEZIA ANSWERED BUT FIX DID NOT COINCIDE WITH B-803.
0047 B-803 NOW AT 25,000.
0047 1/2 B-803 MADE X-803 IN OA0705. CODE VI TO 8009 BUT NO CODE TO OUR STATIONS. A/C CONTINUED SOUTH JUST OFF COAST.
0055 FLARES DROPPED VER LEGHORN AND X-803 MADE H-803. A/C TRUNED SW AND DROPPED FLARES OVER BORGO AND THEN TURNED NORTH TO GENOA.

S3/543

S E C R E T

THIS PAGE IS DECLASSIFIED IAW EO 13526

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
19 FEBRUARY 1945.

M.L.O. LOG FOR 0500, 18 FEB '45 TO 0500, 19 FEB '45.

0500 LT. PIERCE ON DUTY.
0730 LT. YOUNG ON DUTY.
1200 OPERATIONS LIGHT DUE TO WEATHER.
1230 LT. BROOKS ON DUTY.
1304 15TH AF ATTACKING TARGETS IN SO. GERMANY; FROM 62 WG. NO DATE (OR TOT) OF ATTACK GIVEN.
1435 X-813 XXXXXXXXXX 1 A/C ORBITING IN NE0652 1 A/C AT 26000' NOT SHOWING.
1438 X-813 MADE RECCO R-813. IDENTIFIED AS FURTIVE 14 BY R/T FIX.
1454 X-814 GOING WEST IN OA1051, 1 A/C NOT SHOWING ANGELS 19.
1504 X-814 MADE Q FOR QUESTIONABLE BY FILTER OFFICER.
1545 B-822 CHANGED TO X-822 ON 2ND PLOT GOING SO. IN OA1326, 2 A/C NOT SHOWING, SPEED 400 MPH, ANGELS 22000'.
1550 X-822 NOW 1 A/C, MADE F-822 IDENTIFIED VISUALLY IN OF5014 AS P-38 BY AAA AT VIAREGGIO. NO MOVEMENT TO CORRESPOND WITH THIS A/C.
1635 RE'D URGENT SIGNAL FROM 57 BOMB WG CHANGING TARGETS AND TOT'S SIGNAL FILED 18/1115A REC'D BY US 18/1630 TOO LATE TO AID IN IDENTIFICATION.
1800 LT. PIERCE ON DUTY.
2045 ARMED RECCO "CRYSTAL BLUE" FOR 338 WG. FROM ROSIGNANO TO AREAS B-C-D E.T.D. 0900 APPROVED BY WAR RM DUTY OFFICER. INFO PASSED TO 338 WG AND WHITE SECTOR. ALSO 2 SPIT RECCO MISSION TO TARGET 73/13 APPROVED. E.T.D. 1000/1030.
2114 FROM 338 WG. 1 RECCE ACTIVE ON 345 DEG FROM 287 WG AT 2100 HRS.
2315 X-RAIDS IN OA0509 (831) AND 832 IN OA0412, PLOTTED IN WRONG SQUARES, SHOULD HAVE BEEN IN ND SQUARE. X-831, 3 A/C. X-832 1 A/C. AFTER CORRECTION BOTH TRACKS IDENTIFIED AS WELLINGTON COASTALS IN 338 WING AREA.
2315 LT. BROOKS ON DUTY.
NO FURTHER REMARKS BEFORE 0500.

S3/536

SECRET

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
18 FEBRUARY 1945.

M.L.O. LOG FOR 0500, 17 FEBRUARY TO 0500, 18 FEBRUARY 1945.

0500 LT. YOUNG ON DUTY.
0730 LT. RAY ON DUTY.
0856 X-811, 2 A/C SOUTH IN OA-0614.
0902 X-811 MADE F-811 WHEN IDENTIFIED AS M/F GREEN OVER PISA BASE. COULD NOT RAISE THEM ON R/T PREVIOUS TO THEIR CALLING "BLACKBALL". CONTROLLER SCRAMBLED.
1045 CALIBRATION FLIGHT 17 FEB. AT 1330 HRS., WITH HUMBLER. "GINNY 15". A/C WILL NOT SHOW CODE DUE TO CANARY TEST. ALL CONCERNED NOTIFIED.
1230 LT. PIERCE ON DUTY.
1320 AT 1259 HRS., X-931, 1 A/C IN OA-3245 COMING SOUTH PASSED FROM WHITE SECTOR. NOT SHOWING. CONT'D SOUTH FADING IN PISA AREA 1319 HRS. REPORTS OF P-47'S PASSING OVER LUCCA SAME TIME AS X TRACK. X-931 PROBABLY P-47'S BUT NO R/T CONTACT AND NOT SHOWING. "LIFETIME SILVER AND COPPER" SCRAMBLED FROM PISA. NO RESULTS.
X-928, 3 A/C IN OA-2747 COMING S.W. PASSED FROM WHITE SECTOR. IFF SHOWED. X-928 CHANGED TO FIGHTER-928 AT 1314 HRS. GOING S.W. IN OF-5936.
1320 1316 HRS., X-933, 3 PLUS A/C COMING S.W. IN OA-3246. IFF SHOWING. TAGGED FIGHTER 1320 HRS. COMING SOUTH IN OA-1747.
1400 "LEPER RED" FAILED TO RETURN TO BASE. LAST SEEN OVER TARGET 1310 BY OTHER PLANES IN SECTION.
1620 X-888, 1 A/C COMING SOUTH IN OA-0317. "GUEST ROOM RED" FIXED IN SAME POSITION. X-888 TAGGED FIGHTER. IFF SHOWED AFTER BEING TOLD TO CHECK SAME.
1800 LT. YOUNG ON DUTY.
1939 X-804, 1 A/C ANGELS 11 IN OF-4052 GOING NORTHWEST. AT 1941, X-804 IDENTIFIED BY G.C.I. AS GINNY 32.
2053 X-905, 1 A/C, NO CODE IN OF-5838 GOING SOUTH. AT 2100 TRACK 905 IDENTIFIED AS MATCHLESS 42 BY FIX. STARTED SHOWING CODE ONE.
2205 X-812, 2 A/C, NO CODE, IN OA-1819 GOING NORTHWEST. AT 2213 THIS TRACK FADED IN OA-0217 GOING SOUTHEAST. REMOVED FROM BOARD AT 2224.
2213 1 A/C, X-813, ANGELS 20 IN OA-1601 GOING SOUTHWEST. AT 2222 X-813 CHANGED TO BOMBER SHOWING CODE 1. IDENTIFIED AS SNAILPACE B FOR BAKER BY FIX.
2330 LT. PIERCE ON DUTY.
0117 X-804, 1 A/C CHANGED TO BOMBER 0109 HRS. GOING S.W. OF-3237. X-805 1 A/C CHANGED TO BOMBER 0108 HRS., GOING SOUTH, OA-0042. X-806, 1 A/C, CHANGED TO BOMBER 0117 HRS. GOING SOUTH, OF-5850.

NO FURTHER ENTRIES BEFORE 0500.

S3/529

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
17 FEBRUARY 1945.

M.L.O. LOG FOR 0500, 16 FEBRUARY TO 0500, 17 FEBRUARY '45.

0500 LT. RAY ON DUTY.
0730 LT. BROOKS ON DUTY.
1000 X-804 IN NJ-5935, 1 A/C, ANGELS 22 PLUS GOING S.W. NOT SHOWING. SPEED 300 PLUS. 338 WG. SAYS COURIER MOSQ. EXPECTED FROM U.K., ETA SAN SERVEIRO 1030, CALL SIGN ROCK ROSE. WE CALLED THIS A/C BUT NO RESPONSE. CONTROLLER SCRAMBLED.
1020 X-804 WENT OFF OUR BOARD IN OG-0751. NO CONTACTS MADE BUT PILOT REPORTED VAPOR TRAILS IN AREA OF X-RAID. WE DID NOT HAVE ANY MOVEMENTS ON THE COURIER A/C FROM U.K.
1030 CALLED 338 WG. FOR EXPLANATION REGARDING MOVEMENTS OF A/C FROM U.K. REC'D FOLLOWING: MOVEMENTS OF COURIER A/C FROM U.K. KNOWN BY SAN SEVEIRO OPS. 338 WG. HAS REQUESTED THAT ALL SUCH MOVEMENTS BE PASSED TO 323 WG., THEN TO 287 WG., THEN TO 338 WG. 338 WG. WILL PASS TO BLUE SECTOR AND WE WILL PASS TO WHITE SECTOR.
1205 X-159 GOING SOUTH IN ND-0835, 1 A/C ANGELS 20 PLUS SHOWING CODE 1.
1209-1/2 X-159 MADE RECCO BY US IN NE-0709. IDENTIFIED BY R/T FIX AS CRUSADE 102.
1229 338 WING REQUEST PERMISSION FOR A SECTION OF 2 SPITS, CALL SIGN CRYSTAL BLUE, FOR AN ATTACK MISSION IN AREAS A, B, G, & H; TO BE A/B AT 1500 HOURS. PERMISSION GRANTED BY CONTROLLER IN WAR ROOM, 62 FW.
1413 338 WING A/R MISSION WITH ETD 1500 CANCELLED.
1230 LT. YOUNG ON DUTY.
1426 WHITE SECTOR REPORTED 5 PLUS ENEMY A/C ACTIVE IN NORTHEAST PO VALLEY.
1603 X-901 IN OB-2918 GOING SOUTH. 3 PLUS A/C. ANGELS 14. AT 1612 X-901 WAS MADE FRIENDLY BY WHITE SECTOR IN OA-0059 GOING SOUTHWEST.
1800 LT. RAY ON DUTY.
1850 "GERMAN RECCO A/C ACTIVE BEFORE 1700" FROM 62ND F. WG.
1900 A-20 PROGRAM STOOD DOWN DUE TO WEATHER.
2300 LT. YOUNG ON DUTY.
0305 H-204 IN OB-2925 GOING SOUTH. AT 0325 H-204 REMOVED FROM BOARD.

NO FURTHER ENTRIES BEFORE 17/0500A.

S3/520

S E C R E T

SECRET

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
16 FEBRUARY 1945.

M.L.O. LOG FOR 0500, 15 FEB TO 0500, 16 FEB '45.

0500 LT. BROOKS ON DUTY.
0730 LT. PIERCE ON DUTY.
1030 REPORTS FROM WHITE SECTOR ON P-47 CRASH.(1) OBSERVATION POST REPORTED FROM BAKER 1513 A/C CRASHED BAKER 1306. NO PARACHUTE (2) WHITE SECTOR ACK-ACK UNIT REPORTED PLANE CRASHED L-690201 NUMBER ON A/C, 23763.
1100 PILOT OF CRASHED P-47 (ITEM 586/1030) SAFE. INFO FROM WHITE MLO.
1110 AT 1042 X-114 1 A/C IN NJ5309 AT 25,000 FT. COMING S.E. CONT'D ON SAME COURSE AT ABOUT 360 MPH CROSSING COAST JUST SOUTH OF LEGHORN. CRYSTAL RED SECTION SCRAMBLED FROM ROSIGNANO AND MIDWOOD GOLD FROM PISA. INTERCEPTED OG0050 AND IDENTIFIED BY CRYSTAL RED AS MOSQUITO WITH #MM242 MARKING. NO MOVEMENT ON THIS A/C. NO R/T CONTACT. NO IFF SHOWING.
1112 1053 HRS. X-818 1 A/C IN OA3203 GOING S.W. FADED IN NE2034 1107 HRS. REMOVED.
1210 A/R FROM ROSIGNANO FOR 338 WG TO AREAS A-B-G-H E.T.D. 1530 APPROVED BY WAR ROOM DUTY OFFICER. "CRYSTAL BLUE" SECTION. INFO PASSED TO 338 AND WHITE.
1230 LT. RAY ON DUTY.
1300 "PROBABLY 1 A/C RON. TODAY. NO FURTHER DETAILS" FROM 62ND WG.
1414 X-150 1 A/C AT 4--NE IN NJ2347. BOGEY TURNED EAST TOWARD ROSIGNANO. CRYSTAL RED INTERCEPTED MOSQUITO AND MIDWOOD COOPER TALLY-HOED A C-47. X-150 REMOVED AT 1432 HRS.
1600 LT. BROOKS ON DUTY.
1620 EXCERPT OF MESSAGE FROM 62ND WG UNDER AUTH CG XXII TAC. AERIAL RECCO OF LEGHORN AREA AND CONVOY ROUTES TO SOUTHERN FRANCE MUST BE PREVENTED PD. ***ML OFFICERS WILL TAKE EVERY POSITIVE ACTION TOWARDS ACCUMULATING INFORMATION NECESSARY FOR CORRECT IDENTIF.
1943 X-197 GOING SW IN ND0630 1 A/C NOT SHOWING (NO ANGELS REPORTED BUT ESTIMATED HEIGHT OF 1000'-). TRACK PASSED OVER INTER-FILTER.
1957 X-197 FADED IN NH4359 AND REMOVED. AT 1920 WHITE SECTOR CALLED IN TRACK IN GY0242 1 A/C NOT SHOWING WHICH AREA DOES NOT APPEAR ON OUR BOARD. THIS TRACK WAS NOT PICKED UP BY ANY OF OUR STATIONS BEFORE FADING FROM WHITE SECTOR. X-197 WAS PROBABLY SAME TRACK PICKED UP BY 338 WG UPON CLEARING THE COAST.
2300 LT. RAY ON DUTY.
NO FURTHER REMARKS BEFORE 0500.

S3/509

SECRET

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY.
15 FEBRUARY 1945.

M.L.O. LOG FOR 0500, 14 FEBRUARY TO 0500, 15 FEBRUARY 1945.

0500 LT. PIERCE ON DUTY.
0800 LT. MIRENDA ON DUTY.
1041 X-824 APPEARED, LA SPEZIA AREA COMING SOUTH, 1 PLUS A/C AT 15,000 FT.
NOT SHOWING. TRACK PROCEEDED SOUTH AT HIGH SPEED. IN GORGONA AREA
AT 2 PLUS A/C, SHOWED IFF IN 338 WING SECTOR AND THEY CHANGED IT TO
B-824 AT 1048A. (STRONG BELIEF THAT 57 BOMB WING, CORSICA, OPERATING
WEATHER RECCES WITHOUT NOTIFICATION AND SENT MOV #1 TOO 1L11J1A TO
62ND WING REQUESTING ACTION FROM 57 WING, IF CONFIRMATION ENSUING.)
1100 MESSAGE FROM XXII TAC: "GERMAN AIRFORCE IS EXPECTED TO ATTACK ROME
IN FORCE ON 14 FEBRUARY. MAXIMUM EFFORT IS EXPECTED.
1230 LT. BROOKS ON DUTY.
1555 338 WG. REQUEST PERMISSION FOR A SECTION OF TWO (2) SPITS, CALLSIGN.
CRYSTAL GREEN, FOR AN ATTACK MISSION IN AREAS A, B, G, &H, TO BE A/B
AT FIRST LIGHT (APPROX 0700) 15 FEB. GRANTED BY 62 WG. CONTROLLER
AND RELAYED TO 338 WG.
1621 X-929 (FROM WHITE SECTOR), 9 A/C AT 16,000', SPEED 260 MPH, NOT SHOW-
ING. FIRST PICKED UP IN UB-5515 TRAVELLING SOUTHWEST.
1625 X-929 NOW IN OA-3554 HEADING SOUTH SOUTHWEST. CONTROLLER HAD SCRAM-
BLED TWO (2) SECTIONS. THIS TRACK NOW BEGAN TO SHOW IFF BUT CONFUS-
ING AS SHOWING CODES I, II, III, IV, VI. WE HAD NO MOVEMENT ON ANY
A/C THIS STRENGTH in AREA AND AT THIS TIME SO X-RAY IDENT LEFT ON THE
TRACK BY US.
1640 X-929 INTERCEPTED BY LEPER RED IN OF-2929 AND IDENTIFIED AS SEVEN
(7) P-47'S. SQ. IDENT NOT KNOWN BUT THERE IS STRONG POSSIBILITY
THESE A/C BELONGED TO 57TH FTR. GP. MOVEMENTS ON THESE A/C ARE CAL-
LED IN OVER POOR L/L CONNECTIONS TO WHITE SECTOR WHICH WORKS HARD-
SHIP ON THEM AND CONSEQUENTLY BLUE SECTOR. AS CURRENT MOVEMENTS ARE
NOT UP TO DATE AT ALL TIMES. NO A/C THIS PARTICULAR FLIGHT CALLED
BACON AS ENTERING OR PASSING THRU OUR AREA.
1647 L/L TO WHITE SECTOR O.K. (WENT U/S AT 1627 AND FRAME ROOM NOTIFIED).
1750 LT. PIERCE ON DUTY.
2117 AT 2116, X-861, NE-0331, 1 A/C COMING SOUTH. MINESHAFT FIXED IN
SAME POSITION. X-861 CHANGED TO T-TRANSPORT-861.
2120 287 WG. REPORTS POSSIBLE ENEMY ACTIVITY OF 5 A/C; PROBABLY RECCES.
2300 LT. BROOKS ON DUTY.
0131 LAST OF TRANSPORTS, ON DROPPING MISSIONS, CLEARED THROUGH OUR AREA
CHECKING IN O.K. NO OTHER A/C ACTIVITY SCHEDULED FOR THE REST OF
DARKNESS HOURS.
NO FURTHER ENTRIES BEFORE 15/0500A.

S3/497

S E C R E T
HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
14 FEBRUARY 1945.

MLO LOG FOR 0500, 13 FEBRUARY 1945 TO 0500, 14 FEBRUARY 1945.

0500 LT. MIRENDA ON DUTY.
0521 A-20, "MATCHLESS 30", FORCED TO REQUEST EMERGENCY LANDING DUE TO ONE ENGINE FAILURE, FAILED TO REACH "BLACKBALL". PILOT BAILED OUT AT THIS TIME AND POSITION ESTIMATED (1) MILE NORTH OF PONTEDERA, WITH PROBABLE AIRCRAFT CRASH, (5) MILES NORTHWEST OF PONTEDERA.
0550 RECAPITULATION ON 47 BOMB GP AIRCRAFT CALLING "BACON" OR "COOLER" FOR THIS NIGHTS OPERATIONS REVEALS ONLY FIVE (5) FAILED TO CALL (OR WERE NOT HEARD) OUT OF FIFTY-EIGHT (58) MISSIONS, FOR 91.5% EFFICIENCY. ONLY ONE TRACK ON RETURN LEG FAILED TO INDICATE IFF. APPROXIMATELY 60% OF A-20'S WERE ABLE TO BE FIXED DURING OPERATIONS.
0730 LT. YOUNG ON DUTY.
1018 X-850 IN NJ4527 GOING SOUTH. ONE A/C, A-14 AT 1021, 338 WING CHANGED THIS TRACK TO BOMBER. NO CODE.
1110 X-863 IN NJ0852 GOING SOUTHEAST. AT 1114 THIS TRACK MADE FIGHTER. IDENTIFIED AS 4 P-47 BY INTERCEPTION.
1114 X-865 IN NJ4837 GOING SOUTH. AT 1116 THIS TRACK WAS MADE BOMBER SHOWING CODE I.
1230 LT. PIERCE ON DUTY.
1300 ARMED RECCE--CRYSTAL BLUE SECTION TO OPERATE A-B-G-H- AREAS. TAKE-OFF 1500 FOR ONE AND ONE-HALF HR FLIGHT FROM ROSIGNANO. O.K.'D FROM WAR ROOM. PASSED TO 338 WG CONTROLLER AND WHITE SECTOR MLO.
1556 AT 1539 X-810 2 A/C GOING SOUTH NE2435 NOT SHOWING. CAME OVER LA SPEZIA AT 15,000 FT. 338 WG REPORTED CODE 1 ON TRACK THEN CANCELLED CODE. "MIDWOOD GOLD" ON PTL VECTORED ON TO X-810 AND IDENTIFIED SAME AS 4 P-47. LIFETIME BLUE SECTION. NO IFF PICKED UP ON THIS TRACK. CONTACTED 350 OPERATIONS AND STRESSED IMPORTANCE OF IFF.
1606 1556 HRS. X-812 1 A/C AT 14,000 COMING SOUTH IN OA1235. NOT SHOWING. CONT'D SOUTH AND IDENTIFIED BY "MIDWOOD GOLD" SECTION AS 2 P-47'S AS THEY PASSED OVER BASE.
1800 LT. MIRENDA ON DUTY.
1938 ARMED RECCO "CRYSTAL BLUE" SCHEDULED FOR 0715 HOURS, 14 FEB '45. AREAS OF OPERATION A-B-G AND H. WAR ROOM NOTIFIED. 338 AND WHITE NOTIFIED.
2135 47 BOMB GROUP STANDING DOWN FOR NIGHT'S OPERATIONS.
2228 PONTEDERA AIRFIELD UNSERVICEABLE FOR NIGHT FLYING TILL 16 FEB '45. 8 SAAF.
2231 X837 APPEARED IN OBOE ABLE SQUARE HEADING SOUTH. NO IFF AT 240 MPH. AT 2238A SHOWED CODE 1--CHANGED TO B837. BELIEVED BRANDISI BOMBER OPERATING N.E. ITALY (CALL SIGNS AND MORE PRECISE NATURE OF OPERATIONS DESIRED OF 334 WING, IF INFORMATION AVAILABLE PER INDIVIDUAL AIRCRAFT MISSION).
2232 T836 BELIEVED ROSIGNANO C47 OPERATING IN MILITARY GRID P-PETER, ETA BASE 2245A. CALLED IN AS "TANNER B-BAKER". THIS CALLSIGN UNKNOWN. CODE 1 IFF SHOWING. TRACK PASSED SOUTH, WEST OF PONTEDERA.

S E C R E T

SECRET

MLO LOG FOR 13, 14 FEB '45 (CONT'D).

2310 LT. PIERCE ON DUTY.
0200 OF THE 6_TH TROOP CARRIER GROUP C-47'S OPERATING THROUGH THIS AREA, ALL "CLOCKWISE" A/C CALLED IN ON OUTGOING AND INCOMING FLIGHTS BUT "MINKCOURT" AND "MINESHAFT" A/C FAILED TO DO SO. NO FURTHER REMARKS BEFORE 0500.

THIS PAGE IS DECLASSIFIED IAW EO 13526

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
13 FEBRUARY 1945.

M.L.O. LOG FOR 0500, 12 FEBRUARY TO 0500, 13 FEBRUARY 1945.

0500 LT. YOUNG ON DUTY.
0745 LT. RAY ON DUTY.
1044 X-810, 2 A/C AT 22000 S.W. IN NE-2140.
1049 X-810 CHANGED TO B-810 WHEN EASY GEORGE TOLD COOLER HE WAS CROSSING COAST ON A 210 DEG., ANGELS 15. NEITHER WE NOR 338 GET MOVEMENTS ON THESE CORSICA-BASED RECCES.
1230 LT. MIRENDA ON DUTY.
1350 REQUESTED THROUGH WHITE SECTOR SENIOR CONTROLLER THAT NOTE BE MADE ON ALL A-20 AND C-47 AIRCRAFT PERFORMING NIGHT OPERATIONS THAT CALL "BACON' OR "COOLER' SECTORS. FIXES WILL BE REQUIRED WHEN PRACTICABLE, AND THOSE FROM "COOLER" TO BE PASSED TO BLUE MLO FOR INFORMATION.
1403 SIX BANDITS REPORTED OPERATING IN PO VALLEY; SOURCE: "Y".
1410 BANDITS NOW WEST OF VENICE.
1435 X-812, 1 A/C AT 22000' NOT SHOWING DETECTED IN NE-0055 GOING S.E. CALLED ALL "GRASSLAND" A/C OPERATING IN GERMANY AREAS, BUT NO RESPONSE. INFORMED BY "WHITEHORSE 8" (LATER CONFIRMED BY 338 WING) OF HIS ENTERING BLUE SECTOR AREA AND BEARING ESTABLISHED. IDENT CHANGED TO R-812 AT 1438A AND A/C REQUESTED TO CHECK COCKEREL, BUT NEVER INDICATED TO STATIONS PLOTTING. A/C OF "WHITEHORSE" SQUADRON BASED AT FOGGIA. 338 WING INFORMS DATA NOT PASSED TO SECTORS THIS AREA, AS "WHITEHORSE 8" SCHEDULED RECONNAISSANCE OF AREA PERTINENT TO ADRIATIC COAST. NO MOVEMENT.
1440 BANDITS IN BOLOGNA AREA. (WHITE). BOLOGNA AND VICENZA. (WHITE).
1455 BANDITS IN PARMA AREA HAVE SIGHTED ONE OF OUR FORMATIONS.
1502 X-933 RAID IN KU-0853 PASSED BY WHITE SECTOR (OFF FILTER BOARD.).
1519 X-933 ENTERED BOARD AT OA-3440 AT SPEED OF 300 MPH. MADE F-933 AT 1523 SHOWING CODE 1. IT IS BELIEVED TRACK NOW READING 6 A/C AT 22000 FT. COMPOSED OF BOMBERS & ESCORT. TRACK CARRIED AS F-933 TO NJ-3736 WHERE CHANGED TO B-933 WHICH CONTINUED TO CORSICA BASE.
1602 INTENTIONS FOR 414 NFS FOR 12/13: CREWS WILL MAINTAIN ALL NIGHT PATROL WITH "BACON". NO INTRUDER EFFORT. 416 NFS TO PATROL FRONT LINES ALL NIGHT. NO INTRUDER EFFORT.
1755 DEMONSTRATION IN MONTECATINO AREA 12-13-14-16 FEBRUARY BETWEEN 1800-2200 HOURS. PRACTICE FLARES WILL BE USED.--62 WING. (TO 47 BG, 416 AND 414 NFS.)
1800 LT. YOUNG ON DUTY.
2300 LT. MIRENDA ON DUTY.
SEARCHLIGHT CALIBRATION FLIGHT FOR TOMORROW, 13 FEBRUARY, LAID ON FOR 1030-1200 HRS. HEIGHT, 8000 FT. OR BELOW CLOUD BASE NOT LOWER THAN 4000 FT ON COURSE "D", A/C C-47.
0315 NOTED THAT C-47'S OF 64 TROOPS CARRIER GP ALL CALLED IN ON OUTGOING LEG, BUT WHILE TRACKED AS T-156 AND T-158, RESPECTIVELEY, "MATHEW 1 AND 2" FAILED TO CALL THIS SECTOR ON RETURN. NOTE IS BEING MADE IN EFFORT TO EFFECT PERFECT 100% PERCENTAGE IN CHECKING OUT FOR RETURN TRIPS TO BASE.
NO FURTHER ENTRIES BEFORE 0500.

S3/475

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
12 FEBRUARY 1945.

M.L.O. LOG FOR 0500, 11 FEB TO 0500, 12 FEB '45.

0500 LT. RAY ON DUTY.
0730 LT. PIERCE ON DUTY.
0920 Q854 X-811 1 A/C AT 22,000 S.E. IN N.E. 1013. "TAILPIECE" RECCOS IN THIS AREA BUT NO ANSWER TO REPEATED R/T CALLS. X/TRACK CONT'D S.E. CROSSING COAST JUST WEST OF PISA. "MIDWOOD GOLD" SCRAMBLED FROM PISA. AT 0910 HRS. WHITE SECTOR CHANGED IDENT TO P-PAL. POSITION 0G3000.
1145 WHITE SECTOR REPORTED "LIFETIME GREEN" LEADER CRASHED NEAR FANO AND PILOT KILLED. CHECK WITH GROUP HQS (350TH) DISCLOSED A/C WAS "LIFETIME GRAY".
1230 LT. YOUNG ON DUTY.
1257 X-847 IN NJ5706 GOING SOUTH AT 1311 X-847 FADED AND WAS REMOVED FROM THE BOARD.
1405 X862 3+ A/C IN GA0525 GOING SOUTHEAST. AT 1415 TRACK 862 IDENTIFIED BY VISUAL. THREE P-47'S.
1800 LT. RAY ON DUTY.
2146 X-911 2 A/C ANGELS 11 CODE I NORTH IN 0B0717; CHANGED TO P-911 AT 2150 HRS.
2300 LT. YOUNG ON DUTY.
0011 X189 IN OF2506 GOING SOUTH EAST. ONE A/C AT ANGELS 2. AT 0015 TRACK 189 CHANGED TO H-189 IN NJ2246 GOING NORTH WEST. AT 0030 H-189 REMOVED FROM THE BOARD IN NJ GOING DUE WEST.
0100 ALL A-20 AIRCRAFT RECALLED TO BASE BY COOLER DUE TO WEATHER. ALL OPERATIONS STANDING DOWN DUE TO WEATHER, FOR THE REMAINDER OF THE NIGHT.
NO FURTHER ENTRIES BEFORE 0500.

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KV

APO 650, US ARMY,
11 FEBRUARY 1945.

M.L.O. LOG FOR 0500, 10 FEB TO 0500, 11 FEB '45.

0500 LT. PIERCE ON DUTY.
0730 LT. MIRENDA ON DUTY.
1025 R863 COMING DOWN COAST FROM LA SPEZIA SPOTTED FROM "INFLICT
RED" G.O.P. AS "P-38".
1102 "BRASSNECK 86" NORTH OF PISA, FIXED AT 25 MILES RANGE. NO
RADAR PLOTS.
1110 X871--1 A/C, APPEARED EAST OF LA SPEZIA, NO HEIGHT, NO IFF,
COMING SOUTH. HEIGHT FOLLOWED, 13000 FEET. READING AT 1112A.
TRACK COMING SOUTH. TRACK EVOLVED TO STRENGTH OF 6 A/C, VISUAL
OF FOUR THUNDERBOLTS" FROM "INFLICT RED" CORROBORATING. CHANGED
TO F871, BUT STILL NO IFF READ.
1030 CAPT RELYEA, OPERATIONS, 86 FTR GP, INFORMS "DRIFTWOOD RED &
WHITE" FIRED UPON BETWEEN ARNO RIVER AND LEGHORN AT APPROX.
1010A. REMINDED HIM OF ACK-ACK FIRING PROGRAM PASSED TO BASE
OPS AT PISA FOR ALL FLYING UNITS ON FIELD, WILL CHECK SOURCE
OF INFORMATION.
1145 EVIDENT THAT FOGGIA-BASED PHOTO RECCO AIRCRAFT PASSING THROUGH
THIS IMMEDIATE AREA. WOULD RECOMMEND THAT 62 WING INITIATE
LETTER REQUESTING ALL SUCH AIRCRAFT CALL "BACON" AND GIVE CALL
SIGN IN LONG TRANSMISSION FOR IMMEDIATE & POSITIVE IDENTIFICATION.
1230 LT. RAY ON DUTY.
1659 X939 1 A/C ORBITING OB1620. CHANGED TO P977 AT 1743 HRS.
1800 LT. PIERCE ON DUTY.
1900 1845 HRS X849 1 A/C GOING N.W. IN NE2458. NOT SHOWING. CONT'D
N.W. ABOUT 10 MILES--FADED. PROBABLY "F/D 42" BUT NO R/T CONTACT
AND NO IFF.
2000 ARMED RECCO FOR 338 WING TO OPERATE IN AREAS L--S. APPROVED
BY WAR ROOM DUTY OFFICER. 338 WING CONTROLLER INFORMED.
E.T.D. FIRST LIGHT.
2010 AT 2146 HRS. X853 1 A/C GOING SOUTH AT 17,000 FT IN OA1935.
CAME SOUTH TO OA2725, ORBITED, X-853 CHANGED TO HOSTILE 1953
HRS. "GINNY 37" AFTER HOSTILE. CAME S.E. TOWARDS FLORENCE TO
OA-0450. "MUFFET 94" IN SAME VICINITY AS HOSTILE BUT NO
DEFINITE "FIX". HOSTILE 853 CHANGED TO X853. CONT'D SOUTH TO
OF5055. "MUFFET 94" FIXED IN SAME POSITION. X853 CHANGED TO
BOMBER.
2010 X854 1 A/C GOING SOUTH AT 12,000 IN OA1950. NOT SHOWING.
"MUFFET 98" FIXED IN SAME POSITION. X854 CHANGED TO B854 2005 HRS.
2300 LT. RAY ON DUTY.
2330 WHITE INFORMS THAT A-20'S ARE STANDING DOWN. LAST A/C OFF IS
FRIEDSPRAT 28 A/B AT 2250 HRS.
0234 H547 1 A/C ANGELS 3, NE IN NJ5345. TRACK CONTINUED NE AT 300
MPH TO NJ5345 AND TURNED NW GAINING ANGELS 8. CONTINUED NW
AND REMOVED NW OF LA SPEZIA AT 0309 HRS.
0335 "ITALY BASED RECCE ACTIVE AT 0211 HRS" FROM WAR ROOM.
NO FURTHER REMARKS BEFORE 0500.

S3/457

S E C R E T

S E C R E T

SCT-HRP/ASA

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

APO 650, U.S. ARMY,
10 FEBRUARY 1945.

M.E.W. LOG FOR 0500, 9 FEBRUARY TO 0500, 10 FEBRUARY 1945.

0500 LT. MIRENDA ON DUTY.
0730 LT. YOUNG ON DUTY.
0858 X-134 IN NI-5759 GOING DUE EAST, ONE A/C AT ANGELS 25 PLUS SHOWING
CODE 1. NO MOVEMENTS ON THIS A/C. X-134 PASSED 4 MILES SOUTH OF
LEGHRON AT ANGELS 27 GOING SOUTHEAST. THIS TRACK PROCEEDED ON TO
EAST COAST OF ITALY. SPEED 400 MILES PER HOUR.
0916 X-135 IN NJ-2634 GOING NORTHWEST, ONE A/C, ANGELS 14, NO CODE. AT
1000 X-135 TURNED DUE SOUTH IN NE-0020. NO MOVEMENT ON THIS A/C.
338 WING SCRAMBLED ON THIS TRACK. AN INTERCEPTION IDENTIFIED X-135
AS FOUR B-24.
1011 ALL 22ND TAC OPERATIONS CANCELLED DUE TO WEATHER.
1230 LT. PIERCE ON DUTY.
1415 X-820, 1 A/C AT 7000 IN OA-0104 COMING S.E. CONT'D TO VIAREGGIO,
ORBITED. GOP GAVE VISUAL ON PIPER CUB. X-820 TAGGED L - TRAINER
(LOCAL).
1710 X-836, 1 A/C AT 20000 OVER LA SPEZIA, ORBITING. MATCHLESS 510 CONTAC-
TED AND FIXED IN SAME AREA. X-836 TAGGED R-836.
1800 LT. MIRENDA ON DUTY.
2100 ARMED RECCE - CRYSTAL SECTION - OPERATING KING-DOG-EASY-LOVE AREAS.
TAKE OFF SCHEDULED FOR DAWN. O.K.'D FOR 338 WING, PASSED TO WAR
ROOM AND WHITE SECTOR. 2 SPITS FROM ROSIGNANO.
2300 LT. PIERCE ON DUTY.
0020 AT 2346 HRS., 1 A/C NJ-4146 AT 3000 MINUS FT., GOING S.E., SPEED
ABOUT 240. TAGGED X-126 BY 338 WG. TRACK CAME S.E. TURNING IN TO-
WARDS LEGHORN THEN SWUNG WEST AROUND GORGONA ISLE. FIDGET 32 SCRAM-
BLED FROM ROSIGNANO AND FRONTDOOR 39 FROM PONTEDERA. X-RAID CHANGED
TO HOSTILE 0012 HRS. AND CONT'D WEST TO CORSICA AREA. FIGHTERS RE-
CALLED.
0205 FOLLOWING IS A RECAPITULATION OF HOSTILE ACTIVITY FROM 0121 HRS. TO
0205 HRS.:
0121-1/2 HRS. OA-2015 B-808, 1 A/C SOUTH
0123 OA-1716 B-808 1 A/C SOUTH
0124 OA-1318 B-808 1 A/C SOUTH
0125-1/2 OA-0318 B-808 1 A/C SOUTH
0127 OA-0017 B-808 1 A/C SOUTH
0129 OF-5517 B-808 1 A/C SOUTH
0132 B-808 CHANGED TO X-RAID
0134 OF-5417 X-808 1 A/C SOUTH
0136 OF-3918 X-808 1 A/C SOUTH
0136-1/2 OF-3320 X-808 1 A/C SOUTHEAST
0138 OF-2820 X-808 1 A/C SOUTH
0139 OF-2020 X-147 2 A/C ORBIT
0140 OF-2721 X-808 1 A/C SOUTHEAST
0140-1/2 OF-3020 X-808 1 A/C ORBIT

S3/446

SECRET

0245

BLUE F.C. MLO LOG, 9/10 FEB., CONT'D.

0205 (CONT'D)

0141 HRS	OF-1727	X-147	2 A/C		SOUTHEAST
0142	OF-1525	X-147	2 A/C		SOUTHEAST
0142-1/2	OF-2723	X-808	4 A/C		EAST
0143	OF-1325	X-147	2 A/C		SOUTH
0143-1/2	OF-1623	X-147	2 A/C		ORBIT
0143-1/2	OF-2628	X-808	4 A/C		EAST
0144-1/2	OF-2330	X-808	4 A/C		SOUTHEAST
0145	OF-1323	X-147	2 A/C		ORBIT
0146	OF-4417	X-808	4 A/C		N.
0147-1/2	OF-4716	X-148	1 PLUS	A/C	NORTH
0148	OF-2028	X-808	4 A/C		SOUTH
0149	OF-2328	X-808	4 A.C		SOUTH
0152	OA-0219	X-148	1 PLUS	A/C	NORTHEAST

0152 X-147 CHANGED TO QUERY BY 338 WING
0153 X-808 CHANGED TO QUERY BY 338 WING

0152-1/4	OA-1025	X-148	1 PLUS	A/C	NORTHEAST
0154	OA-1427	X-148	1 PLUS	A/C	NORTHEAST
0155	OA-2228	X-148	1 PLUS	A/C	NORTHEAST
0155-1/2	OA-2258	X-148	1 PLUS	A/C	NORTH

0205 X-148 REMOVED.

(CONSIDERABLE A-20 ACTIVITY CURRENTLY TAKING PLACE DURING ABOVE PERIOD, BUT NOT EVIDENT IN IMMEDIATE AREA.)

NO FURTHER ENTRIES BEFORE 0500A.

S3/446

0246

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
9 FEBRUARY 1945.

MLO LOG FOR 0500, 8 FEB '45 TO 0500, 9 FEB '45.

0500 LT. YOUNG ON DUTY.
0710 X823 1 A/C AT A-5 IN OF5505 GOING SOUTH.
0716 X824 1 A/C IN OF5305 GOING NORTH.
0724 X823 REMOVED FROM THE BOARD IN OF5505 ORBITING. MIDWOOD WHITE SECTION MADE AN INTERCEPTION ON TRACK 823 & 824 & IDENTIFIED THESE TWO TRACKS AS TWO L-5 A/C.
0745 0745 LT. RAY ON DUTY.
0900 X170 1 A/C AT 27000 SE IN NE 0520. CONTINUED SE COURSE AND CODE I PICKED UP OFF COAST. CROSSED COASTLINE VICINITY OF ROSIGNANO. 338 SPITS AND OUR COPPER SECTION SAW VAPOR TRAIL BUT NOT CLOSE ENOUGH TO GET MARKINGS. CHANGED TO R-170 AT 0919 HRS.
1230 LT. MIRENDA ON DUTY.
1605 338 WING ARMED RECCO APPROVED FOR 1615 HRS TO C-D-J-K AREAS. WAR ROOM NOTIFIED.
1655 OPERATIONS OFFICER AT 64 TROOP CARRIER WING CALLED TO INFORM OF B-24 "SNAILPACE" ACTIVITY FOR TONIGHT, IN CONJUNCTION WITH C-47 PROGRAM WHICH WILL FOLLOW. INFORMES THESE LIBERATOR AIRCRAFT WORKING OUT OF ROSIGNANO FROM 85 SQDN, 334 WING, BRANDISI MOVEMENT OF OPERATIONS WILL BE PHONED NIGHTLY ON B-24 "SNAILPACE".
1709 HOSTILE AIRCRAFT OF019 DEG AT 1706A, DIRECTION E OR S.E.
1730 SENT SIGNAL MOV #1--TOO 081730A TO 47 BOMB GROUP--COPY TO 62 FTR WING FOR INFORMATION. "REQUEST REVISED AND COMPLETE LIST OF ZONES OPERATIONS YOUR GROUP. PREVIOUS COPY REQUIRES CLARIFICATION".
1740 NEW PROCEDURE ADOPTED FOR UTILIZING GROUND OBSERVOR POST REPORTS: WHEN VISUAL RECEIVED AND UNABLE TO CORRELATE WITH EXISTING TRACK, NEW TRACK INITIATED AND INFORMATION REGARDING IDENTIFICATION TO BE GIVEN MLO. EXCEPTION, ONLY WHEN VISUAL ON L-5 A/C. SOUND REPORTS WILL NOT CONSTITUTE BASIS FOR NEW TRACK BUT WILL BE PASSED TO ALERT RADAR STATIONS.
1800 LT. YOUNG ON DUTY.
1939 X-136, 1 A/C IN NI5543 GOING SOUTH EAST. AT 1949 CHANGED TO T-136 BY 338 WING.
2041 FRIEDSPRAT 10 GOING SOUTH IN OA0826 & NOT SHOWING CODE. IDENTIFIED BY R/T CONTACT & FIX.
2300 LT. MIRENDA ON DUTY.
0500 NO FURTHER REMARKS BEFORE 0500.

S3/435

S E C R E T

0247

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
8 FEBRUARY 1945.

M.L.O. LOG FOR 0500, 7 FEBRUARY TO 0500, 8 FEBRUARY 1945.

0500 LT. RAY ON DUTY.
0530 X-909, 1 A/C WEST IN OB-0023 ANGELS 22. TURNED SOUTH ON 2ND PLOT. CHANGED TO Q-909 AND REMOVED 0537 HRS.
0730 LT. PIERCE ON DUTY.
0916 X-139 PASSED FROM 338 WG., 1 A/C AT 18000 20 MILES WEST OF GORGONA ISLE GOING SOUTH. CONT'D SOUTH FADING IN CORSICA AREA. QUITE POSSIBLE WEATHER RECCO FROM CORSICA BUT NO MOVEMENT.
0945 X-143, 1 A/C AT 25,000 IN NJ-4740 COMING S.E. SPEED ESTIMATE 300. CROSSED COAST JUST SOUTH OF LEGHRON AT 15000 FT. CONT'D S.E. GOING OFF FILTER BOARD OB-1028, 0932 HRS. PROBABLY RECCE A/C FROM SOUTH ITALY BUT UNABLE TO CONTACT ON R/T.
1100 338 WG. CONTROLLER REQUESTED CLEARANCE FOR 2 SPIT ARMED RECCES. 1ST ETD ROSIGNANO 1300 TO AREAS B-C-D FOR 1 TO 1-1/2 HR. FLIGHT. 2ND ETD ROSIGNANO 1600 (WEATHER PERMITTING) TO TARGET 84-10 AREA K FOR 1 TO 1-1/2 HR. FLIGHT. CALL SIGN OF A/C "CRYSTAL". THIS APPROVED AND PERMISSION GRANTED BY DUTY OFFICER, 62ND WAR ROOM. 338 WING CONTROLLER INFORMED.
1230 LT. YOUNG ON DUTY.
1605 X-816, 3 A/C PLUS IN OA-0510 GOING SOUTHWEST. NOT SHOWING CODE AND NO HEIGHT.
1607 X-816 IDENTIFIED ON A VISUAL BY "INFLICT", 4 P-47. THIS TRACK ALSO STARTED SHOWING CODE ONE.
1800 LT. RAY ON DUTY.
2300 LT. YOUNG ON DUTY.
0428/08 H-918 IN OB-2037 GOING N.W. AT 0437; HOSTILE REMOVED IN OB GOING NORTHWEST AT ANGELS 20.

NO FURTHER ENTRIES BEFORE 08/0500A.

S3/423

S E C R E T

0248

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
7 FEBRUARY 1945.

M.L.O. LOG FOR 0500, 6 FEBRUARY TO 0500, 7 FEBRUARY 1945.

0500 LT. PIERCE ON DUTY.
0638 AT 0619, X-801, 2 A/C AT 2000 FT. ABOUT 10 MILES EAST OF VIAREGGIO COMING SOUTH. TRACK CONT'D SOUTH PASSING JUST EAST OF PISA TURNING EAST TOWARDS PONTEDERA. SPEED VARIED FROM 125 TO 50. X-801 CHANGED TO Q-QUERY AT 0637 IN OF-3642. NO NEW POSITIONS; REMOVED.
0700 338 CONTROLLER REQUESTED CLEARANCE FOR 2 SPITS ON ARMED RECCE MISSION. CRYSTAL GREEN TO AREAS E - F - L - M. THIS APPROVED BY DUTY OFFICER 62ND WAR ROOM. PERMISSION GRANTED. 338 WG. CONTROLLER INFORMED OF APPROVAL.
0730 LT. MIRENDA ON DUTY.
0746 X-805 APPEARED IN OF-5753 GOING NORTH, NO IFF, NO HEIGHT. CHANGED TO F-805, 3 A/C AT 0752A. SECTION "LIFETIME RED".
0927 X-811 APPEARED IN OA-1245 ORBITING, 1 A/C, THEN 2 A/C TURNING EAST. HEIGHT READ AT 9000'. REMOVED WHEN Q-811 AT 0948.
0934 X-812 ORBITING IN OA-2039 AT 27000'. SECTION SCRAMBLED, "MINEFIELD GOLD" AT 0935. X-812 AT 15000' AT 0942, SPEED APPROXIMATELY 50 - 60 MPH. SUSPECT CUB ACTIVITY BUT NO MOVEMENTS DATA, AND DESPITE HEIGHT READINGS. TRACK CONTINUED S.E. TO OF-4552, THEN TO OF-3855 AT 17,000', STOOGING CONTINUALLY SOUTHWARD. ALL STATION SHINING PICKING UP THIS TRACK. AT 1026A, X-812 WAS QUERIED, Q-812 AND EXPLAINED BY FILTER OFFICER AS ATMOSPHERIC DISTURBANCE.
11.15 APPROVED 338 WING REQUEST FOR ARMED RECCO MISSION FOR 1215A TO K-KING AREA. WAR ROOM NOTIFIED.
1129 SPURIOUS AND SOUND PLOTS PLUS ONE VISUAL INDICATES CUB ACTIVITY IN VIA REGGIO AREA. ASKED AALO TO SEEK OUT ALL DATA POSSIBLE.
1136 VIA REGGIO O.P. REPORTS CONSIDERABLE CUB ACTIVITY WITH ARTILLERY IN THIS AREA THIS MORNING.
1230 LT. RAY ON DUTY.
1739 X-971, 1 A/C ANGELS 5, S.E. IN OB-2525. NO FURTHER PLOTS.
1741 X-874, 3 A/C SOUTH, OF-5832. GROUND OBSERVER REPORTED VISUAL ON PIPER CUB; CHANGED TO P-874.
1800 LT. PIERCE ON DUTY.
2036 X-828, 2 A/C NOT SHOWING IN OF-5417 CHANGED TO F-FIGHTER AFTER R/T CONTACT AND FIX ON GINNY 32. IFF PICKED UP AFTER BEING TOLD TO CHECK SAME.
2112 2104 HRS., X-879, 1 A/C GOING S.W. IN OA-0926 NOT SHOWING. CHANGED TO B-BOMBER 2111 HRS. IN OA-0938 -- BRASSNECK 32 SHOWING CODE 1.
2235 AT 2212 HRS., X-884, 2 A/C AT 14000 APPEARED IN OF-4245 GOING N.E. JUST PRIOR TO PICK-UP FLARES REPORTED DROPPED OVER LEGHORN. X-TRACK CONT'D S.E. PASSING WEST OF FLORENCE ABOUT 15 MILES. X CHANGED TO HOSTILE BY WHITE MLO. GINNY 37 VECTORED AFTER X-TRACK BUT RETURNED. GINNY 41 TOOK OVER BUT RECALLED. NO RESULTS.
2255 LT. RAY ON DUTY.
2258 X-888 1 A/C S. IN OA-0930. REC'D 2 RADAR PLOTS AND 1 SOUND PLOT AND TRACK FADED.
NO FURTHER ENTRIES BEFORE 0500/07.

S3/414

S E C R E T

0248

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
6 FEBRUARY 1945.

M.L.O. LOG FOR 0500, 5 FEBRUARY TO 0500, 6 FEBRUARY 1945.

0500 LT. MIRENDA ON DUTY.
0730 LT. YOUNG ON DUTY.
0913 X-329 IN NJ-5050 GOING SOUTHEAST. NO CODE. AT 0926, X-329 FADED IN OF-5214 GOING EAST AND WAS REMOVED FROM THE BOARD.
0917 X-146 IN NJ-5933 GOING SOUTHEAST. SPEED 300 AND NO CODE. AT 0929 X-146 WAS CHANGED TO FRIENDLY RECCE BY 338 WING.
1115 X-817 IN OA-0425 GOING WEST. ONE A/C ANGELS 8. AT 1122 WAS IDENTIFIED AS AN L-5 BY VISUAL.
1201 X-858 IN OF-5507 GOING SOUTH. AT 1207 WAS IDENTIFIED, P-47, CALL-SIGN GOODYEAR WHITE #3. IDENTIFIED BY FIX.
1230 LT. PIERCE ON DUTY.
1400 AT 1315 HRS. X-869, 1 A/C AT 13,000 PICKED UP OVER LA SPEZIA COMING SOUTH. MIDWOOD COPPER SCRAMBLED FROM PISA AND CRYSTAL RED BY 338 WING FROM ROSIGNANO. X TRACK CONT'D SOUTH, SPEED ABOUT 280. ANGELS CHANGED TO 15,000. COPPER SECTION HELD IN GORGONA AREA IN EVENT X-RAID TURNED NORTH. IDENTIFIED BY CRYSTAL RED AS B-25. WHEN X-RAID JUST EAST OF TIP OF CORSICA SWUNG N.E. IDENTIFIED AS TRANSPORT WHEN IT CROSSED COAST NEAR ROSIGNANO. QUITE APPARENT B-25 AND C-47 TRACKS CONFUSED IN CORSICA AREA.
1635 AT 1611 HRS. FROM 338 WG X-163 1 A/C AT 15000 SHOWING CODE 1, IN NJ-5717 GOING S.E. LIFETIME LEAD AND MILLWHEEL 64 DUE BACK BUT UNABLE TO CONTACT ON R/T. 338 WG SCRAMBLED CRYSTAL RED. X-163 CONT'D ON S.E. COURSE TO PISA AREA. AT SAME TIME LIFETIME LEAD OVERHEARD ASKING BLACKBALL FOR LANDING INSTRUCTIONS. VERY PROBABLE X-163 AND LIFETIME LEAD ONE AND SAME FLIGHT. X-TRACK MOVED TO PONTEDERA AREA AND 338 WG REPORTED THEIR SPITS GIVING VISUAL ON P-61 WHICH WAS PROBABLY FRONTDOOR 30, A/B 1622 HRS. ON LOCAL FLIGHT OVER PONTEDERA. 338 WG. CHANGED IDENT OF X-163 TO F-163.
1800 LT. MIRENDA ON DUTY.
1922 FLARES REPORTED DROPPED BY A/C N.W. OF PONTEDERA BY STATION 217. FRONTDOOR 44 QUERIED AS RETURNING FROM WEATHER CHECK, BUT DENIED ACT.
1926 STATION 2117 REPORTED FLARES FROM GROUND TROOPS THIS AREA.
2136 FLARES REPORTED DROPPED TO NORTH OF PISA, COASTAL SIDE OF TOWN.
2141 ACK ACK L.O. REPORTS OF-4510 AS POSITION OF DROPPED FLARES.
2146 B-816, A-20, MUFFIT 94 ADMITTED DROPPING FLARES AT THIS POINT WHEN QUERIED ON R/T. BOMBS FROM A/C WERE BEING JETTISONED.
2230 AA REPORTED A/C IN OA-0912, COMING SOUTH. MOVED SOUTH TO OF-5413 WHERE TRACK ESTABLISHED, DESPITE LACK OF RADAR PLOTS, AS X-818, 1 A/C, FLYING LOW. NOTHING FOLLOWED.
2242 COOLER CALLING ALL A/C TO RETURN TO BASE DUE TO WEATHER.
2247 47 BOMB GP CANCELLING REMAINDER OF NIGHT PROGRAM.
2300 LT. PIERCE ON DUTY.
2312 CHURNHEAD 3 CREW BALIED OUT. LAST FIX FROM BLUE SECTOR OA-2126. WHITE SECTOR HAD 4-WAY FIX JUST PRIOR TO BAIL-OUT IN OA-1428. BASE NOTIFIED.
NO FURTHER ENTRIES BEFORE 06/0500A.

S E C R E T

HEADQUARTERS
63RD FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
5 FEBRUARY 1945.

MLO LOG FOR 0500, 4 FEB '45 TO 0500, 5 FEB '45.

0500 LT. YOUNG ON DUTY.
0709 X-802 IN NE1558 GOING SOUTHEAST. ONE A/C AT ANGELS 16. NOT SHOWING CODE. CONTINUED SOUTHEAST OFF BOARD. DAWN PATROL AND 338 SPITS ATTEMPTED INTERCEPTION.
0730 LT. RAY ON DUTY.
0932 X-142 2 A/C CODE 1 SOUTH NJ1433. CONTINUED SOUTH OFF BOARD.
1033 X844 1 A/C SE IN NE0347.
1037 X844 MADE F844 NOW 3+ A/C SHOWING CODE 1.
1230 LT. MIRENDA ON DUTY.
1300 338 CONTROLLER REQUESTED CLEARANCE FROM THIS SECTOR FOR ATTACKING MISSION FOR TWO SPITFIRES, "CRYSTAL GREEN" TO MILITARY GRID REF. POINT L-0682 AT 1530 HOURS. THIS APPROVED BY DUTY OFFICER, 62 WING WAR ROOM. PERMISSION GRANTED.
1325 NOTIFIED CAPT JORDON, 62 WING FLIGHT SECTION OF REQUESTED ACK-ACK CALIBRATION MISSION FOR MORNING OF THURSDAY, 8 FEB '45. PARTICULARS: PLANE PROBABLY B-25, 1000-1130 HOURS, CHANNEL "B" 8000 FEET OR BELOW CLOUD BASE NOT LESS THAN 4000 FEET, COURSE "D". (PASSED HERE FROM CAPT YATES, ACK-ACK LIAISON OFFICER).
1330 PASSED ASKED 62 WING OPERATIONS STAFF SECTION TO CALL CAPT JORDON PRIOR CALIBRATION FOR INSTRUCTIONS.
1343 TRACK 887 APPEARED IN NAN EASY 1333, COMING S.E. SHOWING CODE 1. TRACK CONTINUED TO LA SPEZIA AREA WHERE ESTIMATED HEIGHT OF 10,000 FEET DISPLAYED. AFTER STOOGING THIS(LA SPEZIA) AREA, READ HEIGHT OF 22,000 FEET, NO IFF. AS TWO RECCOS, SHARPIE 40 AND 173 NOT EXPECTED TO PERFORM, THIS IMMEDIATE AREA OR MANNER, NOT ANSWERING FOR DESIRED FIX TO OUR R/T REQUEST, CHANGED TO DUBIOUS X-RAID 887.
1356 X888 APPEARED IN NAN EASY 1557 AT 15,000 FEET, NOT SHOWING IFF, COMING S.E. (CHANGED FROM F-888 AFTER MINUTE ON BOARD). TRACK CONTINUED SOUTH TO PISA AREA WHERE FADED AND REMOVED AT 1419A. MEANWHILE X8X 892, WHICH APPEARED IN OBOE ABLE 0411 AT 1411A AT 18,000 FEET, APPEARED. BELIEVE SAME TRACK AS X888 AND REMAINING IN L& SPEZIA AREA (MINEFIELD GOLD SECTION SCRAMBLED AT 1356A).
1433 MINEFIELD GOLD VISUALLY IDENTIFIED "ONE P-38 TO THE LEFT" AT APPROXIMATELY 23,000 FEET. CHANGED TO P-PAL SUBSEQUENTLY. P-892.
1440 RECOMMEND OF SENIOR MLO--WHITE SECTOR THAT PHOTO-RECCO UNITS AT FLORENCE BE REQUESTED TO CALL IN ACCURATE AIRBORNE TIMES INSTEAD OF SOLE ESTIMATED TIMES OF DEPARTURE. THIS WOULD ASSIST IN PLACING AIRCRAFT IN PROPER TRACKS FOR IDENTIFICATION. FURTHER SUGGEST THAT "CONSTANT" (FLORENCE CONTROL" CALL OPERATIONS FOR WHITE SECTOR ON THESE AIRBORNE TIMES.
1525 CRYSTAL BLUE TO SUBSTITUTE FOR SECTION AFORE MENTIONED AT 1600A. (SEE 413/1300).

S3/394

S E C R E T

MLO LOG FOR 4, 5 FEB '45 (CONT'D).

1545 ABOVE MISSION CANCELLED--338 WING.
1600 338 ARMED RECONNAISSANCE CODE MAP RECEIVED FOR USE WITH MISSIONS LAID ON BY 338 WING CONTROLLER. PROCEDURE: (1) CONTROLLER (338) TO CALL MLO (BLUE) FOR FLIGHT CLEARANCE, (2) MLO (BLUE) TO CALL DUTY OFFICER, 62 WING WAR ROOM WITH FULL DATA, GIVING CODE LETTER AREA AND (WHEN SPECIALLY SELECTED TARGET). THE TARGET NUMBER (3) UPON O.K. FROM LATTER, 338 WING TO BE RECALLED FOR CONFIRMING APPROVAL. (4) WHITE SECTOR MLO TO BE NOTIFIED.
1800 LT. YOUNG ON DUTY.
2300 LT. MIRENDA ON DUTY.
2335 ANTI-AIRCRAFT FIRING PRACTICE LEGHORN AREA 6 FEB TO 10 FEB INCLUSIVE BETWEEN 0930 TO 1130 HOURS AND 1430 TO 1630 HOURS. 338 WING SIGNAL.
0025 F-801 "FRONTDOOR 32" NOT SHOWING IFF AS APPROACHING PISA BASE. STATIONS #2117 AND 1126 NOT READING. ON R/T REQUESTED TO CHECK COCKERAL, PILOT REPLIED "CROWING". SQUADRON TO CHECK IFF EQUIPMENT UPON A/C LANDING (MLO NOTES 95% NIGHT-FLYING AIRCRAFT IN RECENT WEEKS SHOWING IFF, WHILE DAY-FLYING AIRCRAFT PERCENTAGE CONSIDERABLY LOWER. THIS INDICATION OF POSSIBLY BETTER PILOT DISCIPLINE AMONG NIGHT FLYERS AND DEEPER SENSE OF RELIABILITY ON IFF.)
0200 "SNAILPACE" AIRCRAFT IN THIS AREA TONIGHT EVIDENCED BY R/T. NO MOEMENTS ON THESE AIRCRAFT, BELIEVED BOMBER A/C FROM S. ITALY.
0201 TRACK 808 AT 18,000 FEET BELIEVED TO BE "FRONTDOOR 39" ON INTRUDER MISSION, MADE F-808 AT 0146A IN OA2317, GOING WEST, AT 0154A LEARNED "FRONTDOOR 39" NEAR BASE. CHANGING F-808 TO X808, AT NE2252, WHERE TRACK EXPIRED. NO ACTION.
0215 "FRONTDOOR 43" CRASHED NEAR PONTEDERA.
0345 PILOT KILLED, R.O. REPORTED UNINJURED, ABOVE AIRCRAFT CRASH. NO FURTHER REMARKS BEFORE 0500.

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
4 FEBRUARY 1945.

MLO LOG FOR 0500, 3 FEB '45 TO 0500, 4 FEB '45.

0500 LT. RAY ON DUTY.

0730 LT. YOUNG ON DUTY.

0930 X-304 IN OG5434 TRAVELING SOUTH, ANGELS 25, SPEED 320, ONE A/C. THIS TRACK SHOWING CODE ONE; BUT NO R/T CONTACT COULD BE MADE. THIS TRACK WAS PICKED UP BY ANCONA SECTOR & STILL UNIDENTIFIED IN ON. H955 TRAVELING EAST. AT 1020 287 WG REPORTED X304 FADED IN ON5020 GOING SOUTH AT ANGELS 25 & STILL UNIDENTIFIED.

1040 ALL OPERATIONS CANCELLED DUE TO WEATHER.

1230 LT. PIERCE ON DUTY.

1515 SIGNAL OFFICE CLERK INFORMS PBS PRACTICE GROUND "RED ALERT". CHECK WITH WAR ROOM INFORMS ALERT PRACTICE.

1610 47TH BOMB A-20'S STOOD DOWN--WEATHER, NIGHT OF 3RD/4TH.

1800 LT. RAY ON DUTY.

2300 LT. YOUNG ON DUTY.

NO FURTHER REMARKS BEFORE 0500.

S3/303

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
3 FEBRUARY 1945.

M.L.O. LOG FOR 0500, 2 FEBRUARY TO 0500, 3 FEBRUARY 1945.

0500 LT. PIERCE ON DUTY.

0730 LT. MIRENDA ON DUTY.

0945 "MINEFIELD GOLD" ON WEATHER RECCO NOT SHOWING IFF TO THREE STATIONS. ASKED TO CHECK IFF UPON LANDING.

1220 LT. RAY ON DUTY.

1221 X-104, 1 A/C S.E. IN NJ-5613, ANGELS 20.

1225 X-104 CHANGED TO R-104 NOW SHOWING CODE 1.

1640 A-20 NIGHT PROGRAM STOOD DOWN DUE TO WEATHER.

1800 LT. PIERCE ON DUTY.

2140 HOSTILE 155, 1 A/C AT 2000 FT. APPEARED IN NAN ITEM 1010 GOING NORTH. 336 WING SCRAMBLED "FIDGET 42". CHASED BANDIT TO GENOA AREA; CONTACT 15 MILES SOUTH OF GENOA; BAD WEATHER; FIGHTER CALLED HOME.

2300 LT. RAY ON DUTY.

0244/03 X-966, 1 A/C SOUTH IN UA-2720. CONTINUED SOUTH AND SHOWED CODE 1 SEVERAL MILES NORTH OF PISA. CHANGED TO B-966 AT 0301 HOURS. A/C WAS B-24, "SNAILPACE X", BUT WOULD NOT RESPOND ON VHF. IDENTIFIED WHEN HE CALLED SYPHON TOWER.

NO FURTHER ENTRIES BEFORE 0500.

S3/374

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
2 FEBRUARY 1945.

M.L.O. LOG FOR 0500, 1 FEB '45 TO 0500, 2 FEB '45.

0500 LT. MIRENDA ON DUTY.
0712 X130 APPEARED IN NAN ITEM 2847 AT 7000' HEADING WEST, SHOWING IFF, CODE NO. 1. NO MOVEMENT, NO R/T CALL, BUT BELIEVED FRIENDLY FROM CORSICA. SPEED ESTIMATED AT 200 MPH AS TRACK CONTINUED EAST IN DIRECTION OF GORGONA. DAWN PATROL, AIRBORNE AT 0710A. RETURNING TO BASE WHERE INSTRUCTED TO ORBIT. VISABILITY POOR. "CRYSTAL RED" SECTION, 2 SPITFIRES, SCRAMBLED FROM 338 WING AT 0720A. TRACK STRAIGHT AND FLYING IN FRIENDLY MANNER. MADE P-130 AT 0728A. (FOUR STATIONS READ IFF MOST OF TIME).
0730 LT. YOUNG ON DUTY.
0750 X-803 IN NJ. H851 GOING SOUTHEAST AT 0755. F-803 IDENTIFIED BY FIX. CALL SIGN, DRIFTWOOD WHITE.
0913 X988 IN OA4148 GOING SOUTH. 3/AIRCRAFT SHOWING CODE 2. AT 0913 CHANGED TO FIGHTER 988. CALL SIGN DRIFT/WOOD RED.
1039 X807 IN OA1327 GOING SOUTH. 2 A/C ANGELS 12, SPEED 200, NOT SHOWING CODE ONE IN OF5015 GOING SOUTH. AT 1051 CHANGED TO F-807. CALL SIGN JACKPOT 8, P-47.
1230 LT. PIERCE ON DUTY.
1530 AT 1435 HOURS HOSTILE 901 PASSED FROM WHITE SECTOR. 1 A/C AT 18,000 GOING N.W. IN OB1228. AFTER 2ND POSITION HOSTILE CHANGED TO X-RAID. TRACK TURNED SOUTH AND IDENT CHANGED TO P-PAL. DIRECT L/L TO WHITE SECTOR U/S BUT AFTER CHECKING WITH MLO VIA PBX, HE INFORMED NONE OF THEIR RADAR STATIONS WERE PICKING UP IFF BUT HAD CHANGED IDENT ON STRENGTH OF IFF REPORTED BY THEIR ACK-ACK. PAL 901 CONT'D S.W. ENTERING THIS AREA AT 1449--OF5357. STILL NO IFF, NO R/T CALL. PAL 901 CHANGED TO "X". CRYSTAL RED SECTION SCRAMBLED FROM 338 WING, INTERCEPTED TRACK, AND IDENTIFIED SAME AS BAKER 24 MARKED WITH BLACK 48 OVER YELLOW TRIANGLE BOMBER 901 CONT'D ON S.W. COURSE. FADED 10 MILES OFF EAST COAST CORSICA. NO MOV'T ON THIS A/C AND NO R/T CALL.
1800 LT. RAY ON DUTY. A-20'S AND NIGHTFIGHTERS STOOD DOWN DUE TO WEATHER.
2300 LT. PIERCE ON DUTY.
NO FURTHER REMARKS BEFORE 0500.

S3/362

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
1 FEBRUARY 1945.

W.L.O. LOG FOR 0500, 31 JANUARY TO 0500, 1 FEBRUARY 1945.

0500 LT. YOUNG ON DUTY.
0730 LT. RAY ON DUTY.
0930 WHITE SECTOR L/L OUT.
1110 F-842 S.E. IN NJ-4857, 2 A/C ANGELS 17. CHANGED BACK TO F-842 AT 1115 HRS. WHEN FIXES IDENTIFIED TRACK AS FRIENDLY. CONTROLLER SCRAMBLED.
1144 X-851, 1 A/C S.E. IN NJ-5544.
1154 SECOND PLOT ON X-851 NOW 2 PLUS A/C, NJ-2825, SOUTH. ANGELS VERY LOW. CONTINUED SOUTH OFF BOARD.
1155 WHITE L/L O.K.
1230 LT. MIRENDA ON DUTY.
1800 LT. YOUNG ON DUTY.
2200 ALL OPERATIONS STANDING DOWN DUE TO WEATHER.
2300 LT. MIRENDA ON DUTY.
0010 FOUR NIGHT JU-188'S BERGAMO, TIME UNKNOWN. TWO PROBABLY LIGURIAN SEA. TWO PROBABLY ADRIATIC. FROM WAR ROOM.
0125 TWO BERGAMO RECCOS CANCELLED. ONE ADRIATIC, ONE LIGURIAN. NO FURTHER ENTRIES BEFORE 01/0500A.

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
31 JANUARY 1945.

M.L.O. LOG FOR 0500, 30 JANUARY TO 0500, 31 JANUARY 1945.

0500 LT. RAY ON DUTY.
0621 X-145 GOING N. IN NJ-1441, 1 A/C SPEED 280.
0631 X-145 FADED GOING N. IN NJ-5324, 1 A/C HEIGHT 2 MINUS. DID NOT ENTER THIS AREA.
0730 LT. PIERCE ON DUTY.
1230 LT. YOUNG ON DUTY.
1714 X-992 IN OB-1535 ORBITING. CHANGED TO H-992 IN OB-1527 GOING SOUTH WEST. REMOVED FROM THE BOARD AT 1733.
1730 X-927 IN OG-4501 GOING SOUTHWEST. REMOVED AT 1733 UNIDENTIFIED. ONLY TWO PLOTS RECEIVED & FADED.
1800 LT. RAY ON DUTY.
1911 X-842, 1 A/C, OA-1426. NO FURTHER PLOTS REC'D. REMOVED AT 1919 HOURS.
2030 "TWO PROBABLE JU-188 S.E. FROM BERGAMO TONIGHT TIME UNKNOWN" FROM 62 F.W.
2055 X-952, 1 A/C OB-0525 SOUTH.
2308 H-930, 1 A/C FLYING SOUTH, OB-1313.
2314 H-930 & X-952 REMOVED.
2300 LT. YOUNG ON DUTY.
2323 X-106 IN OF-1208 GOING NORTHWEST, 1 A/C AT ANGELS 10 MINUS. CHANGED TO H-106 AT 2330.
2334 X-850 IN OA-2704 GOING SOUTHWEST, 1 A/C AT ANGELS 15 MINUS. CHANGED TO H-850 AT 2341.
2350 H-850 CHANGED TO X-850 BY 338 WING IN NJ-4248 GOING SOUTH.
2351 H-106 FADED IN NJ-5921 GOING NORTHWEST & WAS REMOVED FROM THE BOARD.
2356 X-850 CHANGED TO FRIENDLY BOMBER BY 338 WING IN OF-2500 GOING SOUTH-EAST. THIS TRACK STARTED SHOWING CODE 1.

NO FURTHER ENTRIES BEFORE 31/0500.

S3/340

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
30 JANUARY 1945.

M.L.O. LOG FOR 0500, 29 JANUARY TO 0500, 30 JANUARY 1945.

0500 LT. PIERCE ON DUTY.
0730 LT. BROOKS ON DUTY.
0942 L/L TO WHITE SECTOR U/S AGAIN.
1005 15TH A.F. STANDING DOWN FOR 29 JAN. DUE BASE AND ROUTE WEATHER.
1042 X-907 GOING SOUTH IN OB-0506, 1 A/C NO SHOW, ANGELS 23000'. M/F SILVER SCRAMBLED.
1058 X-907 MADE P FOR PAL BY WHITE.
1106 L/L TO WHITE O.K.
1146 324 WING NOTOPERATING TODAY (29TH) OR TONIGHT (30TH).
1230 LT. RAY ON DUTY.
1545 27TH OPS CALLED FOR INFORMATION ON MOULDER WHITE 4 LOST ON EAST COAST. PASSED REQUEST TO WHITE.
1705 X-975, 1 A/C ANGELS 8 FLYING S.W. IN OB-2033. STOOGED IN VICINITY AND REMOVED 1731 HRS.
1745 X-979 3 A/C ANGELS 8, OB-3322 FLYING S.W.
1756 X-979 MADE H-979, 7 A/C ANGELS 9 CIRCLING IN AREA SOUTH OF BOLOGNA.
1800 LT. PIERCE ON DUTY.
1820 AT 1743 HRS., X-979, 3 A/C AT 15000 GOING S.E. IN WHITE SECTOR. AT 1755 HRS., X-979 CHANGED TO HOSTILE 979, 7 A/C AT 9,000 FT GOING SOUTH IN OB-3019. HOSTILES STOOGED IN BOLOGNA AREA UNTIL 1800. "MINEFIELD SILVER" SECTION ON DUSK PATROL SENT AFTER BANDITS, CLAIMED 1 DESTROYED, 1 PROBABLE, AND 1 DAMAGED. ALL INFO PASSED FROM WHITE SECTOR.
1945 XV A.F. BOMBERS STANDING DOWN NIGHT OF 29/30 JAN.
2105 AT 2045 HRS., X-246 PASSED FROM WHITE SECTOR, 3 PLUS A/C GOING S.E. IN OB-3630 AT 13000 FT. STOOGED IN BOLOGNA AREA UNTIL 2102, FADED, REMOVED.
2110 X-968 FROM WHITE SECTOR, 2 A/C AT 11000 FT IN OB-2339 GOING S.W. 2050 HRS. TAGGED HOSTILE AT 2055 HRS, OB-1731. A/C CHANGED TO 1. STOOGED BOLOGNA AREA UNTIL 2110, FADED, REMOVED.
2130 AT 2059 HRS., X-989, 1 A/C IN OB-2030 GOING N.W. PASSED FROM WHITE SECTOR. TAGGED HOSTILE OB-2535. STOOGED BOLOGNA AREA UNTIL 2130. FADED, REMOVED.
2226 2 JU-188 NIGHT RECCES ACTIVE FROM BERGAMO.
2228 X-RAID 943, 1 A/C AT 9000 IN OB-5924 GOING S.W. PASSED FROM WHITE SECTOR. P-61 "FRONTDOOR 44" SCRAMBLED FROM PISA AND TURNED OVER TO "COOLER". ANGELS ON X-RAID CHANGED TO 16000. X-943 CONT'D S.W. FADING 10 MILES N.E. OF FLORENCE. REMOVED 2225.
2300 LT. RAY ON DUTY.
2302 X-962, 1 A/C AT 13000' SOUTH IN OB-0314. CHANGED TO P-962 WHEN IT SHOWED CODE 1.
0006 X-957, 1 A/C AT 10000 SOUTH IN OB-1420.
0011 X-956, 2 A/C AT 13000 WEST IN OA-1648.
0040 X-957 & X-956 REMOVED.

S E C R E T

S3/328

M.L.O. LOG, BLUE F.C., 29/30 JAN., CONT'D.

0100 2 JU-188'S ACTIVE BEFORE 2349 HRS.
0207 X-971, 1 A/C S.E. IN OB-3515.
0210 H-971, SPEED 300 MPH, ANGELS 13. FADED AT 0223 HRS.
0224 X-973, 1 A/C ANGELS 12, EAST IN OB-2704.
0232 X-974, 1 A/C SOUTH IN OB-2808.
0233 X-973 & 974 MADE HOSTILE.
0238 H-927, 1 A/C SOUTH, OB-1808.
0243 CONTROLLER CALLED YELLOW ALERT.
0256 HOSTILES REMOVED & CONDITION WHITE.
0530 B-827 TRAVELLING SOUTH PASSED OVER I.A.Z. AT LEGHORN AT 0519 HRS., SHOWING CODE 1; HEIGHT INDICATED BETWEEN 10 AND 15 THOUSAND FT. CONTINUED ON AND TURNED NORTH AT OF-2020 PASSING OVER CITY AGAIN. A/C WAS CHANGED TO X-827 AT 0529 HRS. GOING NORTH IN OF-4113, 1 A/C SHOWING CODE 1. AT 0534 HRS., PHOTO FLARE WAS REPORTED DROPPED OVER LEGHRON AND X-827 WAS CHANGED TO HOSTILE. NO IFF REPORTED AFTER THIS POSITION. IMMEDIATELY AFTER A/C WAS IDENTIFIED HOSTILE, 338 PASSED HEIGHT OF 23 PLUS. TRACK CONTINUED NORTH, FADED AT 0552 HRS., N.E. IN NE-3244, 1 A/C AT 22 THOUSAND FT.

NO FURTHER ENTRIES.

THIS PAGE IS DECLASSIFIED IAW EO 13526

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
29 JANUARY 1945.

W.L.O. LOG FOR 0500, 28 JAN '45 TO 0500, 29 JAN '45.

0500 LT. BROOKS ON DUTY.
0730 LT. YOUNG ON DUTY.
1230 LT. PIERCE ON DUTY.
1800 LT. BROOKS ON DUTY.
1952 L/L TO WHITE SECTOR US DUE ARNO OVERFLOW. WIRE CHIEF AT GASPER SWITCH TRYING TO FIND A CIRCUIT THROUGH SOME OTHER SWITCHBOARD.
2144 BEGINNING AT 2055 A, X-RAY AND HOSTILE ACTIVITY IN OB AREA CENTERING ABOUT 20 MILES NORTH OF FLORENCE WITH TRACKS NO. X-917 IN 082116; X-986 IN 082919; X-985 IN 081530; H-918 IN 081332 & X-919 IN 080323.
2200 L/L TO WHITE SECTOR BACK IN AND WORKING BEST IT EVER HAS. WIRE CHIEF OF GASPER SWITCH INFORMS US THAT PBS REPLACED THE OPEN WIRE WHICH WAS WASHED OUT, WITH RUBBER CABLE. IF THIS CABLE REMAINS WE SHOULD HAVE NO FURTHER TROUBLE WITH THIS LINE.
2300 LT. PIERCE ON DUTY.
NO FURTHER REMARKS BEFORE 0500.

S3/310

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
28 JANUARY 1945.

M.L.O. LOG FOR 0500, 27 JANUARY TO 0500, 28 JANUARY 1945.

0500 LT. YOUNG ON DUTY.
0730 LT. RAY ON DUTY.
1016 WAR ROOM REPORTED H-144 ORBITING IN OB-0825. CHECK WITH WHITE SECTOR REVEALED IT TO BE A D/F FIX ON CRUSADE 144.
1230 LT. BROOKS ON DUTY.
1514 A/C (CALLSIGN MIDWOOD WHITE) CAME DUE SOUTH TO POSITION IN OF-4642 BEFORE ANY OF OUR STATIONS PICKED UP IFF. A/C WAS FLYING AT INDICATED HEIGHT OF 10,000 FT., ABOVE THE OVERCAST.
1645 47TH BOMB GP. CANCELLING NIGHT PROGRAM DUE WEATHER. MAY INITIATE NEW PROGRAM IF WEATHER IMPROVES.
1646 15TH AIR FORCE STANDING DOWN FOR NIGHT OF 27/28 JAN. MESSAGE RECEIVED 1250A.
1800 LT. YOUNG ON DUTY.
1805 ALL OPERATIONS STANDING DOWN DUE TO WEATHER.
2110 G.O.R. AT LUCCA REPORTED ONE B-25 CRASHED IN THE VICINITY OF PORRETTA AT 1400 HOURS. REPORTED CREW BAILED OUT & O.K. WAR ROOM NOTIFIED.
2300 LT. BROOKS ON DUTY.
NO FURTHER ENTRIES BEFORE 28/0500.

S3/303

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
27 JANUARY 1945.

M.L.O. LOG FOR 0500, 26 JAN '45 TO 0500, 27 JAN '45.

0500 LT. RAY ON DUTY.
0730 LT. MIRENDA ON DUTY.
0905 WAR ROOM REPORTS ALL XXII TAC GROUPS STANDING DOWN ON MISSIONS.
1205 "TAILPIECE 97" PICKED UP ON R/T "15 MILES SOUTH OF FLORENCE ON 320 DEG. AT 20,000 FEET." NO RADAR PLOTS. REQUESTED STATIONS TO "LOOK" FOR PLOTS THAT AREA.
1210 PLOT AT OBOE GEORGE 5631 PRESUMED TO BE ABOVE MENTIONED A/C.
1230 LT. YOUNG ON DUTY.
1700 ALL OPERATIONS STANDING DOWN DUE TO WEATHER.
1800 LT. MIRENDA ON DUTY.
1900 RECEIVED XXII TAC OPERATIONS ORDERS 1-4 INCL, ALL DATED 21 JAN '45.
2010 A-20 TO FLY ACK-ACK TRACKING MISSION BETWEEN 0930--1130 HRS., 27 JAN '45 ON COURSE "A". THIS LAID ON BY 350 WING, PASSED VIA A.A.L.O. HERE.
2032 X 95, 1 A/C AT 18,000 FEET APPEARED 30 MILES NORTH OF FLORENCE. (FIRST POSITION 080725. DIRECTION N.E. TRACK TURNED EAST, MOVING OFF BOARD).
2055 FLARE REPORTED BY A.A.LO DROPPED IN OBOE FOX 4545, NORTH OF PONTEDERA. NO RADAR PLOTS ON BOARD.
2300 LT. YOUNG ON DUTY.
NO FURTHER REMARKS BEFORE 0500.

S3/296 S E C R E T

0262

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
26 JANUARY 1945.

M.L.O. LOG FOR 0500, 25 JANUARY TO 0500, 26 JANUARY 1945.

0500 LT. MIRENDA ON DUTY.

0730 LT. PIERCE ON DUTY.

1230 LT. RAY ON DUTY.

1634 X-136, 1 PLUS A/C FLYING S.W. IN ND-0525. CODE 1 PICKED UP AND CHANGED TO B-136 AT 1640 HOURS.

1800 LT. MIRENDA ON DUTY.

1943 B-918 APPEARED IN FLORENCE AREA SHOWING "SOS". FRIEDSPRAT 2 CALLED COOLER FOR STEER TO BASE AT ROSIGNANO. HYDRAULIC SYSTEM AND RUDDER OUT. BELLY LANDED SUCCESSFULLY.

2300 LT. RAY ON DUTY.

2328 X-107, 1 A/C FLYING NORTH IN NJ-3930. CHANGED TO Q-107 AT 2335 HORS. STATIONS SEEMED TO BE PICKING UP A TRACK WITH A SPEED OF 40 M.P.H. BUT FIDGET A/C FROM 338 WG. SEARCHED AREA THOROUGHLY. ACTION: MOSQUITO ALERTED BY CONTROLLER.

NO FURTHER ENTRIES BEFORE 26/0500.

S3/285

S E C R E T

0263

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SECRET

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL). SCT-HRP/KM

APO 650, US ARMY,
25 JANUARY 1945.

M.L.O. LOG FOR 0500, 24 JAN '45 TO 0500, 25 JAN '45.

0500 LT. PIERCE ON DUTY.
0730 LT. BROOKS ON DUTY.
0902 X-914 STOOGING IN 0B0828, 1 A/C NOT SHOWING, ANGELS 9.
LIFETIME COPPER VECTORED TOWARD AREA BUT TRACK FADED.
0928 L/L TO WHITE SECTOR OUT. FRAME ROOM WORKING ON TROUBLE.
1230 LT. MIRENDA ON DUTY.
1230 ALL XXII TAC MISSIONS STANDING DOWN UNTIL FURTHER NOTICE.
1403 X995 APPEARED AT 0B 1615, 3 A/C, GOING S.E. CHANGED TO
1 A/C AT 1410A. MADE Q995 AT 1413A. REMOVED.
1800 LT. PIERCE ON DUTY.
2300 LT. MIRENDA ON DUTY.
NO FURTHER REMARKS BEFORE 0500.

S3/276 SECRET

0264

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
24 JANUARY 1945.

M.L.G. LOG FOR 0500, 23 JAN '45 TO 0500, 24 JAN '45.

0500 LT. BROOKS ON DUTY.
0730 LT. YOUNG ON DUTY.
1000 ALL OPERATIONS STANDING DOWN DUE TO WEATHER.
1120 X-535 IN OA2555 GOING NORTH EAST 2 A/C AT 20,000. ONLY TWO PLOTS RECEIVED AND WAS REMOVED FROM THE BOARD AT 1125 UN-IDENTIFIED.
1700 CONTROLLER REPORTED WINDRUSH 313 ASKING FOR HOMING. CHECK WITH WHITE SECTOR DISCLOSED "WINDRUSH 313" 12TH AF C-47 ON SPECIAL 6 DAY CROSS-COUNTRY FLIGHT. DUE BACK TODAY. THIS SECTION NOT IN RECEIPT OF MOVEMENT FOR FLIGHT. CONTACTED LOCAL AIRDROMES BUT NONE REPORTED C-47 LANDING.
1800 LT. BROOKS ON DUTY.
1801 47TH BOMB GP & 414TH NFS STOOD DOWN DUE WEATHER AT 1640A. 414 MAY OPERATE LATER WEATHER PERMITTING.
2037 CODED MESSAGE FROM WAR ROOM: NIGHT RECCO A/C ACTIVE 1950.
2156 CODED PHONE FROM WAR ROOM: POSSIBLY THREE RECCO A/C TONIGHT.
2300 LT. PIERCE ON DUTY.
2359 HOSTILE 939 PASSED FROM WHITE SECTOR 1 A/C AT 7,000 GOING WEST AT 080500. 2 PLOTS--REMOVED.
NO FURTHER REMARKS BEFORE 0500.

S3/269 S E C R E T

0265

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S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S.ARMY,
23 JANUARY 1945.

M.L.O. LOG FOR 0500, 22 JANUARY TO 0500, 23 JANUARY 1945.

0500 LT. MIRENDA ON DUTY.
0730 LT. RAY ON DUTY.
1219 X-854, 1 A/C, OA-0023 FLYING S.E. CONTROLLER SCRAMBLED.
1230 LT. BROOKS ON DUTY.
1256 X-854 MADE P FOR PAL. FIGHTERS INTERCEPTED C-47 SAME POSITION AS X-RAY. NO IDENTIFICATION NUMBERS CALLED IN. FIGHTERS NOTIFIED BUT CONTACT LOST.
1443 STA. 1015 REPORTED 6 ENEMY SHIPS GOING SOUTH ALONG COAST OFFSHORE VIAREGGIO. ALSO REPORTED SHELLFIRE. CONTROLLER WAR ROOM SAYS WE HAVE FRIENDLY SHIPPING THAT AREA. F/DOOR 32 IDENTIFIED THEM AS MINESWEEPERS BUT UNABLE TO IDENTIFY AS FRIENDLY OR HOSTILE.
1620 L/L TO WHITE SECTOR OUT. FRAME ROOM WORKING ON TROUBLE.
1637 PAL 801 CHANGED TO X-801 IN OA-0630. TWO A/C NOT SHOWING, SPEED 280, NO ANGELS. CONTROLLER SCRAMBLED.
1645 X-801 GOING SOUTH IN OF-5227. FOUR STATIONS REPORTING AND ONE STATION GAVE ONE PLOT OF CODE VI AT OF-5315.
1652 X-801 MADE F-801 IN OF-0530. IDENTIFIED AS 3 P-47'S. INTERCEPTING A/C BROKE OFF CONTACT BEFORE ARMY NUMBERS COULD BE OBTAINED.
1654 X-901 STOOGING ABOUT 15 MILES SOUTH OF BOLOGNA.
1702 X-902 STOOGING TWENTY MILES SOUTHWEST OF BOLOGNA.
1725 FROM WAR ROOM AT 1640A: TWO ITALIAN A/C FLYING ON A 040 DEG. - 035 DEG. COURSE NORTHEAST OF BOLOGNA AND FERRARA.
1800 LT. YOUNG ON DUTY.
2252 H-997 IN OB-2105 GOING NORTHWEST.
2300 LT. BROOKS ON DUTY.
0050/23 X-212 GOING NORTH IN OB-1242. 2 A/C NO SHOW.
0056 X-970 GOING NORTHEAST IN OB-2908, 1 A/C NOT SHOWING, NO ANGELS.
0104 X-920 GOING SOUTH IN OB-2232, 1 A/C NOT SHOWING, NO ANGELS.
0105 X-970 MADE PAL-970 BY WHITE SECTOR.
0111 X-973 GOING SOUTH IN OB-1232, 3 A/C SHOWING CODE VI, NO ANGELS.

NO FURTHER ENTRIES BEFORE 0500.

S3/257

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
22 JANUARY 1945.

M.L.O. LOG FOR 0500, 21 JANUARY TO 0500, 22 JANUARY 1945.

0500 LT. RAY ON DUTY.
0730 LT. BROOKS ON DUTY.
1138 VAPOR TRAILS REPORTED BY AN A/C, CALLSIGN 010, ABOUT HALFWAY BETWEEN PISA AND LA SPEZIA ON VECTOR OF 150 DEG., ANGELS 25000'. NO RADAR PLOTS ON BOARD AT THIS TIME IN THIS AREA. GAVE PIN POINT TO 2116 AND 2117 BUT NO PLOTS PICKED UP. "BRASSNECK 91" HAD CALLED IN 5 MINUTES PREVIOUSLY CHECKING IN OUR AREA. ASSUMED TO BE RETURNING TO FLORENCE.
1230 LT. YOUNG ON DUTY.
1618 X-912 IN OB-1525 GOING EAST. ONLY ONE PLOT RECEIVED ON X-912 AND WAS REMOVED AT 1628.
1624 X-966 IN OB-2538 GOING SOUTHEAST. REMOVED AT 1640.
1630 X-965 IN OB-1605 GOING NORTHEAST. REMOVED AT 1637.
1637 X-913 IN OB-1919 GOING EAST. ON SECOND PLOT TURNED WEST. REMOVED AT 1648.
1655 X-915 IN OB-1830 GOING EAST. CHANGED TO ARMY 915 AT 1701.
1755 LT. RAY ON DUTY.
1759 X-978, 2 A/C ANGELS 10 ORBITING IN OA-3251.
1806 H-979, 1 A/C ANGELS 12 FLYING WEST IN OB-3217. WHITE SECTOR CALLED RED ALERT.
1812 H-981, 2 A/C ANGELS 11 FLYING SOUTH, OB-1303.
1816 H-982, 1 A/C NO ANGELS, S.E. IN OB-0803.
1818 X-983, 1 A/C SOUTH IN OB-1339.
1821 X-984, 1 A/C NORTH IN OB-1905.
1827 H-982 CHANGED TO F-982 SHOWING CODE VI.
1831 H-985, 1 A/C N.E. IN OB-2525.
1839 WHITE CALLED CONDITION WHITE. THEY HAD USED FRONTDOOR 33 & 38 AGAINST ENEMY A/C.
2056 X-923, 1 A/C S.W., OB-1313.
2102 X-924, 1 A/C ANGELS 8, EAST, OB-1530.
2105 X-993, 1 A/C N.E. IN OB-3015.
2109 X-993 AND X-924 MADE HOSTILE.
2110 WHITE CALLED RED ALERT. H-993 MADE P-PAL.
2127 H-995, 1 A/C S.E. IN OB-2205.
2152 CONDITION WHITE AT WHITE SECTOR.
2235 X-954, 2 A/C, S.W. IN OB-2515.
2300 LT. MIRENDA ON DUTY.
2330 X-959, 1 A/C AT 7000' IN OB-1929 GOING NORTH. TRACK STOOGED IN THAT AREA, ALTERNATELY CHANGING DIRECTION FROM NORTH TO SOUTH. MADE HOSTILE AT 2346A, NOW 2 A/C AT 8000' IN OB-1519 GOING NORTH.
0008 X-961, 1 A/C GOING S. IN OA-2948. CHANGED TO H-961 AT 0016A, GOING S.W. AT OA-1043 AT ANGELS 10. HOSTILE CHANGED TO F-961 AND IDENTIFIED POSITIVELY AS "FRONTDOOR 29" RETURNING FROM INTRUDER MISSION.
0351 X-153, 1 A/C APPEARED IN NJ-1615 GOING N.E. TRACK TURNED EAST IN NJ-2337 AT 2000' MINUS. TRACK BECAME HOSTIEE 153 AT 0408A GOING N.W.

S3/241

S E C R E T

M.L.O. LOG, BLUE F.C., 21/22 JAN., CONT'D.

0351 (CONT'D) IN NJ-3125. GOING NORTH IN NJ-3625 AT 1000 MINUS FEET AT 0410A, SPEED ~~XXXX~~ CALCULATED AT 240 MPH. TRACK FADED IN ~~X~~ NJ-4115 AT 0415A. "GINNY 32" SCRAMBLED BUT A/C NOT AIRBORNE UNTIL 0419A.

NO FURTHER ENTRIES BEFORE 22/0500.

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY.
21 JANUARY 1945.

M.L.O. LOG FOR 0500, 20 JAN '45 TO 0500, 21 JAN.

0500 LT. MIRENDA ON DUTY.
0730 LT. BROOKS ON DUTY.
0930 TRACK 817 MADE X-817 IN OF5911 1 A/C NO SHOW. NO ANGELS. TRACK APPEARED AT 0929 IN OA0209. LIFETIME GOLD SCRAMBLED.
0944 X-817 REMOVED. (FADED AFTER 2ND PLOT.)
1230 LT. RAY ON DUTY.
1317 AA AT VIA REGGIO REPORTED AN ME 410 AT 39,000 FLYING NORTH. NO TRACK IN THAT VICINITY BUT PREVIOUS HIGH FLYER REPORTED OVER PISA BASE SHOWING CODE I AT 1310 HRS.
1413 X-873 1 A/C FLYING SOUTH IN OA 1333.
1415 X-873 XXXXXX TURNED SE IN OA0257.
1416 X-873 SHOWED CODE I IN OG5003 AND CHANGED TO R-873. CONTROLLER SCRAMBLED.
1709 X-919 1 A/C FLYING EAST IN OB 1725. CHANGED TO SE IN OB1530 AND CONTINUED SE OFF THE BOARD. DUSK PATROL BEING VECTORED BY COOLER.
1800 LT. YOUNG ON DUTY.
2145 LT. RAY ON DUTY.
2323 X-106 1 A/C NORTH IN NJ5450. FADED AFTER TWO PLOTS. REMOVED AT 2335 HRS. NO ACTION.
0324 H-547 1 A/C FLYING EAST IN NI3450. REMOVED FROM BOARD AFTER ONE PLOT. STANDBY A/C ALERTED.
NO FURTHER REMARKS BEFORE 0500.

S3/233

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
20 JANUARY 1945.

M.L.O. LOG FOR 0500, 19 JANUARY TO 0500, 20 JANUARY 1945.

0500 LT. BROOKS ON DUTY.

0730 LT. YOUNG ON DUTY.

0952 P-148, 1 A/C, HEIGHT 24, COMING NORTH IN OF-3114 WAS MADE X-148 BY 338 WING.

1015 X-148 MADE RECCE 148 BY 338 WING IN ND-0540 GOING NORTH.

1016 ALL OPERATIONS STANDIND DOWN DUE TO WEATHER.

1230 LT. MIRENDA ON DUTY.

1300 ALL MISSIONS CANCELLED DUE WEATHER.

1800 LT. BROOKS ON DUTY.

2300 LT. MIRENDA ON DUTY.

NO FURTHER ENTRIES BEFORE 20/0500.

S3/228

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
19 JANUARY 1945.

M.L.O. LOG FOR 0500, 18 JAN '45 TO 0500, 19 JAN '45.

0500 LT. YOUNG ON DUTY.
0730 LT. RAY ON DUTY.
1230 LT. BROOKSON DUTY.
1355 SIGNAL FROM 323 WG. REF AWA7. CHANGING OBJECTIVE OF 1 A/C (GRASSLAND 155) FROM AUSTRIA TO N & NW ITALY. MESSAGE REFERS TO PRIOR SIGNAL (AWA#1 T0018/0513) WHICH WAS NOT RECEIVED BY OUR MESSAGE CENTER.
1600 LT. YOUNG ON DUTY.
2300 LT. BROOKS ON DUTY.
0013 TRACK 801 APPEARED GOING SO. IN QA2525 1 A/C NOT SHOWING ANGELS 25000.
0020 TRACK 801 MADE X-801 IN QA2225.
0027 X-801 TURNED WEST IN QF5213.
0030 FIDGET 55 SCRAMBLED BY 330 AND A/B.
0034 X-801 MADE H-801 TURNED BACK HEADING EAST IN RJ5146.
0039 FIDGET 32 ORDERED OFF ON SCRAMBLE (A/B AT 0042.)
0040 H-801 GOING WEST, NOW IN QF4539.
0103 H-801 LAST REPORTED IN QG5222. 330 REPORTED SOME EVIDENCE OF WINDOW THIS AREA. H-801 HAS DEFINITELY FADED.
0105 X-804 COMING SO. EAST IN QF5211 1 A/C NO SHOW.
0107 X-804 MADE B-804. IDENTIFIED AS MILLWHEEL 60.
0117 H-801 REMOVED.
0124 2114 & 2116 BOTH REPORTED WINDOW AREA OF FADE OF H-801 WITHIN 20 MINUTE INTERVAL.
NO FURTHER REMARKS BEFORE 0500.

S3/221

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HR?/KM

APO 650, US ARMY,
18 JANUARY 1945.

W.L.O. LOG FOR 0500, 17 JAN '45 TO 0500, 18 JAN '45.

0500 LT. RAY ON DUTY.
0730 LT. MIRENDA ON DUTY.
1130 SEARCHLIGHT CALIBRATION FLIGHT FOR 66 ACK-ACK ARRANGED FOR 1000--1130 HOURS, 18 JANUARY 1945, COURSE "D", CHANNEL B-BAKER (C-CHARLIE IN EMERGENCY.) FLIGHT TO BE CONTROLLED BY EXCISE. DETAILS PASSED TO 62 WING FLIGHT SECTION FOR CAPT JORDAN, A.A.L.O. BLUE, A.A.L.O. AT 330 WING AND MOVEMENTS, 330.
1150 ALL PHOTO-RECONNAISSANCE AIRCRAFT REMAINING AT MALIGNANO OF 23RD AND 5TH SQUADRONS EXPECTING TO MOVE TO NEW BASE, FLORENCE AIR BASE, THIS DATE.
1230 LT. YOUNG ON DUTY.
1446 X950, 9+ A/C APPEARED IN NE 3455 GOING SOUGH WEST. AT 1450 THIS TRACK IDENTIFIED AS FRIENDLY BOMBERS.
1647 X912, 6 A/C ORBITING IN OB2416. AT 1652 TURNED NORTHWEST IN O.B. REMOVED FROM THE BOARD AT 1715 GOING WEST IN OB3109.
1800 LT. RAY ON DUTY.
1647 X-960 1 A/C FLYING NE IN OB1325. REMOVED AT 1656 HRS.
1951 X-965 2 A/C FLYING SOUTH IN OA 3132. FIX ON F/D 33 SHOWED HIM TO BE X-965. CHANGED TO P-965 AT 1955 HRS.
2300 LT. YOUNG ON DUTY.
0205 X-151, 1 A/C GOING NORTH IN NJ1727. TRACK FADED AT 0225.
0405 X-209, 1 A/C GOING SOUTH IN OB2720. CHANGED TO HOSTILE AT 0414.
--0425 H-922 FADED FROM OUR BOARD GOING SOUTHEAST IN OC.
0415 H-922, 1 A/C GOING SOUTHEAST IN OB2732.
0420 H-209 DROPPED WINDOW IN OB 2822. FADED FROM THE BOARD GOING SOUTHEAST IN OC.
NO FURTHER REMARKS BEFORE 0500.

S3/204 S E C R E T

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S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
17 JANUARY 1945.

M.L.O. LOG FOR 0500, 16 JANUARY TO 0500, 17 JANUARY 1945.

0500 LT. MIRENDA ON DUTY.
0730 LT. BROOKS ON DUTY.
1032 X-143 GOING SOUTHWEST IN ND-1949, 1 A/C NO SHOW.
1040 X-143 MADE FIGHTER 145 BY US. IDENTIFIED AS MINEFIELD GREEN 4. SCRAMBLE CANCELLED.
1050 57TH BOMB WG. STANDING DOWN DUE WEATHER.
1120 X-933 STOOGING IN OB-0131. 1 A/C NOT SHOWING, ANGELS 33,000'.
1127 X-933 REMOVED BY WHITE.
1140 X-934 GOING N.W. IN OB-1312, 1 A/C NO SHOW, ANGELS 14.
1144 X-934 GOING W. IN OA-1452, SPEED 280 MPH, ANGELS NOW 20.
1151 X-934, WEST IN OA-2022, ANGELS NOW 30,000'.
1207 X-934 FADED GOING WEST BY NORTH IN NE-3307. WE CALLED OVER VHF ALL A/C FOR WHICH WE HAD MOVEMENTS BUT WERE UNABLE TO IDENTIFY THIS TRACK. NO SCRAMBLE ORDERED OFF.
1208 BY SIGNAL (TOO 160927A) FROM 334 WG.: NO OPERATIONS TONIGHT 16/17.
1217 X-842 GOING S.E. IN NE-4525, 1 A/C NO SHOW ANGELS 30. FROM POSITION APPEARS TO BE REAPPEARANCE OF X-934 (SEE ENTRY ABOVE).
1230 LT. RAY ON DUTY.
1240 X-842 CHANGED TO P-842 ON INFORMATION FROM WHITE SECTOR THAT IT WAS GRASSLAND 2.
1330 27TH, 350TH, & 86TH STOOD DOWN DUE TO WEATHER EXCEPT FOR LOCAL FLIGHTS.
1710 414TH & 47TH NIGHT PROGRAMS SCHEDULED.
1800 LT. MIRENDA ON DUTY
1800 414TH & 47TH NIGHT PROGRAMS ALSO STOOD DOWN.
2300 LT. RAY ON DUTY.
NO FURTHER ENTRIES BEFORE 18/0500A.

S E C R E T

S3/193

0273

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
16 JANUARY 1945.

M.L.O. LOG FOR 0500, 15 JAN '45 TO 0500, 16 JAN '45.

0500 LT. BROOKS ON DUTY.
0730 LT. YOUNG ON DUTY.
1230 LT. MIRENDA ON DUTY.
1240 EFFECTIVE IMMEDIATELY TAKE-OFFS AND LANDINGS OF ALL AIRCRAFT CALLED IN ON MISSION INTENTIONS, WILL BE PASSED TO WAR-ROOM, 62 WING, FOR INFORMATION. THIS WILL BE DONE VIA WAR-ROOM PLOTTER.
1300 FROM 323 WING--"REFERENCE YOUR SIGNAL RE DELAY ON MESSAGES ENCYPHERED BY THIS OFFICE--NO DELAY IS CAUSED IN THIS SECTION. THE SIGNALS SECTION HAS CONSIDERABLE TROUBLE IN RELAYING SIGNALS TO YOUR (BLUE) SECTOR OWING TO LIMITED MEANS OF COMMUNICATION AND YOUR SIGNAL HAS BEEN REPEATED TO M.A.C.A.F. FOR ACTION". (THIS WAS IN ANSWER TO OUR QUERY CONCERNING MANY SIGNALS ON OPERATIONAL PHOTO-RECCO A/C RECEIVED HOURS LATE.)
1330 CAPT MAZZOLINI OF 62 WING INFORMS OF ACK-ACK CALIBRATION FLIGHT SCHEDULED FOR 18 JANUARY 1945. PARTICULARS TO FOLLOW.
1800 LT. BROOKS ON DUTY.
2300 LT. MIRENDA ON DUTY.
NO FURTHER REMARKS BEFORE 0500.

S3/180

S E C R E T

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S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
15 JANUARY 1945.

M.L.O. LOG FOR 0500, 14 JANUARY TO 0500, 15 JANUARY 1945.

0500 LT. YOUNG ON DUTY.

0730 LT. RAY ON DUTY.

1230 LT. BROOKS ON DUTY.

1800 LT. YOUNG ON DUTY.

2300 LT. BROOKS ON DUTY.

NO FURTHER ENTRIES BEFORE 15/0500A.

S3/172

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
14 JANUARY 1944.

M.L.C. LOG FOR 0500, 13 JAN '44 TO 0500, 14 JAN '44.

0500 LT. RAY ON DUTY.
0730 LT. MIRENDA ON DUTY.
0915 "TRACK" ON BOARD APPEARED 15 MILES NE OF VIAREGGIO AS X-302 1 A/C. AT 0920 HOURS HEIGHT OF 9,000 REPORTED. ORBIT CONTINUED AT OF5006 AND FINALLY REMOVED AS Q-302 AT 0925A.
1010 X-304 APPEARED OFF COAST EAST OF PISA (OF-4510) HEADING EAST. MIDWOOD GOLD SCRAMBLED IMMEDIATELY. JUST PRIOR TO RECEIVING CALL FROM "JAMBOCK" AIRCRAFT ON SLOW TIME TEST. CHANGED IDENT TO F-304.
1025 CALLED 350 GROUP OPERATIONS AND LEARED THAT PILOT (SEE PREVIOUS ENTRY) FAILED TO CHECK OUT OF OPERATIONS ON THIS NON-OPERATIONAL MISSION. CONDITON BEING CORRECTED IN 1ST BRAZILIAN SQDN.
1230 LT. YOUNG ON DUTY.
1800 LT. RAY ON DUTY.
2300 YOUNG ON DUTY.
NO FURTHER REMARKS BEFORE 0500.

S3/164

S E C R E T

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HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
13 JANUARY 1945.

M.L.O. LOG FOR 0500, 12 JANUARY TO 0500, 13 JANUARY 1945.

0500 LT. MIRENDA ON DUTY.
0730 LT. BROOKS ON DUTY.
1230 LT. RAY ON DUTY.
1305 X-225, 1 A/C AT 25,000' FLYING S.E., OB-2232. CHANGED TO P-225 AT 1310 HRS. CONTROLLER SCRAMBLED.
1746 X-932, 1 A/C FLYING S.W. IN OB-2134.
1800 LT. MIRENDA ON DUTY.
1835 X-194, 1 A/C AT 10,000' GOING EAST IN NJ-5041. "FRONTDOOR 31" FIXED AT THIS POSITION; IDENT CHANGED TO F-194.
1953 X-370, 3 A/C GOING S.W. IN OB-0433. REGARDED QUESTIONABLE AND REMOVED AT 1956A, AS Q-970.
2243 X-972, 1 A/C FLYING N. IN OB-1605. REMOVED AT 2310A HRS. NO ACTION.
2300 LT. RAY ON DUTY.
NO FURTHER ENTRIES BEFORE 13/0500.

S3/154

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
12 JANUARY 1945.

M.L.O. LOG FOR 0500, 11 JANUARY TO 0500, 12 JANUARY 1945.

0500 LT. BROOKS ON DUTY.
0730 LT. YOUNG ON DUTY.
1230 LT. MIRENDA ON DUTY.
1425 ACK ACK CALIBRATION RUNS LAID ON FOR 12 JANUARY 1945. TWO RUNS, 1000 - 1130 AND 1430 - 1600 HOURS, CHANNEL "B", COURSE (AS PER TRACING).
1429 MINEFIELD GREEN SECTION, 347 SQ., REPORTED "THREE AIRCRAFT FLYING 150 DEG. COURSE AT 25,000 FT., 40 MILES NORTHEAST OF PISA BASE".
1437 SAME AIRCRAFT REPORTED OVER "BLACKBALL" (PISA FIELD). SEEING AIRCRAFT OUT OF GAS AND AMMO, UNABLE TO PURSUE. (BELIEVE AIRCRAFT "BLACKBEARD" OF 27 FTR. GROUP OR SECTION FROM 57 FTR. GROUP ALSO RETURNING FROM MISSION IN PIACENZA AREA). NO TRACK THIS HEIGHT OR COURSE PLOTTED.
1511 REPORTED JU-87'S RUNNING CALIBRATION OR SIMILAR TYPE TEST IN VILLA FRANCA AREA.
1628 X-175 APPEARED, EASTBOUND IN NJ-3939, 1 A/C. TRACK CONTINUED TO PISA BASE, IFF DETECTED AS COAST CROSSED, MADE P-175 AT 1643A.
1755 X-953 GOING N.E. IN OB-2303, 2 A.C NOT SHOWING.
1800 X-953 FADED IN OA-3248 GOING NORTH.
1800 LT. BROOKS ON DUTY.
1806 X-953 REMOVED BY US.
2300 LT. MIRENDA ON DUTY.

NO FURTHER ENTRIES BEFORE 12/0500.

S3/142

S E C R E T

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S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
11 JANUARY 1945.

M.L.O. LOG FOR 0500, 10 JANUARY TO 0500, 11 JANUARY 1945.

0500 LT. YOUNG ON DUTY.
0730 LT. PIERCE ON DUTY.
1230 LT. BROOKS ON DUTY.
1800 LT. YOUNG ON DUTY.
2001 X-819, ONE A/C IN OA-0822 GOING SOUTH. HEAVY EXPLOSIONS REPORTED IN OF-5230 AT THIS TIME.
2010 X-819 CHANGED TO PAL. TRACK IDENTIFIED TO BE MATCHLESS 33.
2300 LT. BROOKS ON DUTY.
0340/11 X-156 GOING N.E. IN NI-2450, 1 A/C AT 2 MINUS, NOT SHOWING.
0345 X-156 MADE HOSTILE 156 GOING N.E. IN NJ-3415. F/D A/C SCRAMBLED.
0351 STATION 14023 (338 WG) READ VAGUE IFF IN VICINITY OF H-156. ON THIS BASIS H-156 MADE X-156. SCRAMBLE CANCELLED BEFORE A/B.
0353 X-156 REMOVED (LAST PLOT NJ-3415) ALL DEFINITE PLOTS VIA INTER-FILTER FROM CORSICA.

NO FURTHER ENTRIES BEFORE 0500.

S3/125

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
10 JANUARY 1945.

W.L.O. LOG FOR 0500, 9 JANUARY TO 0500, 10 JANUARY 1945.

0500 LT. PIERCE ON DUTY.
0730 LT. MIRENDA ON DUTY.
0945 DAILY FROM JANUARY 9 TO 13 INCLUSIVE A-20 OR B-25 TO FLY ACK ACK PRACTICE, COURSE "G", FOR 180 DEG. SHOOT, AT LEGHORN HARBOR. UNITS NOTIFIED.
1230 LT. YOUNG ON DUTY.
1649 X-816 APPEARED IN NJ-5455, 2 A/C GOING SOUTHEAST.
1654 X-816 IDENTIFIED AS NEXTYEAR RED LEADER. NOT SHOWING.
1709 X-817 APPEARED IN OF-5914 GOING NORTHEAST. TRACK FADED AND WAS REMOVED FROM THE BOARD AT 1715.
1730 LT. PIERCE ON DUTY.
2035 A-20 PROGRAM CANCELLED FOR NIGHT 9/10 JAN.
2300 LT. YOUNG ON DUTY.

NO FURTHER ENTRIES BEFORE 10/0500.

S3/115

S E C R E T

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S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
9 JANUARY 1945.

M.L.O. LOG FOR 0500, 8 JANUARY TO 0500, 9 JANUARY 1945.

0500 LT. MIRENDA ON DUTY.
0730 LT. BROOKS ON DUTY.
0747 27TH FTR GP STANDING DOWN DUE WEATHER.
0910 86TH, 350TH, 8TH SAAF STANDING DOWN DUE WEATHER.
0911 MESSAGE FROM RFC EAST ITALY (PASSED FROM CONTROLLER) CALIBRATION BALLOONS WILL FLY FOR 7 (SEVEN) DAYS BEGINNING 9TH JAN. DAYLIGHT ONLY, HEIGHT 2000 FEET, POSITION MR Q1149.
0912 FROM RFC NAPLES, VIA BLUE CONTROLLER: PRACTICE HEAVY AA FIRING 8TH JAN, 1100 TO 1230 HRS. POINT OF BURST 4045 NORTH, 1407 EAST, TO 4046 NORTH, 1417 EAST. HEIGHT OF BURST 10 TO 12 THOUSAND FEET. PROGRAM REPEATED AT 1430 TO 1530 HRS.
1050 BY PHONE FROM MLO, WHITE SEC: XXII TAC STANDING DOWN FOR THE DAY.
1230 LT. PIERCE ON DUTY.
1700 X-907, 1 A/C AT 13,000 5 MILES SOUTH OF BOLOGNA, GOING S.W., PASSED FROM WHITE SECTOR. FADED SAME POSITION, OB-2520, REMOVED. NO ACTION.
1730 LT. MIRENDA ON DUTY.
2300 LT. PIERCE ON DUTY.

NO FURTHER ENTRIES BEFORE 09/0500.

S3/97

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
8 JANUARY 1945.

M.L.O. LOG FOR 0500, 7 JANUARY TO 0500, 8 JANUARY 1945.

0500 LT. BROOKS ON DUTY.
0730 LT. YOUNG ON DUTY.
1230 LT. MIRENDA ON DUTY.
1730 LT. BROOKS ON DUTY.
1825 X-130 GOING N.E. IN ND-0656, 2 A/C NO SHOW.
1845 X-130 FADED GOING E. IN NE-2312 AND REMOVED BY US. NO ACTION TAKEN BY US.
1910 X-986, SOUTH, OA-3055, 2 A/C NOT SHOWING.
1913 X-986 MADE BOMBER 986 BY US IN OA-2552. IDENTIFIED AS MUFFIT 100.
1922 X-987, SOUTH IN OB-2905, 2 A/C NOT SHOWING.
1925 X-987 MADE PAL IN OB-2905 SHOWING CODE 1.
2021 H-554 GOING EAST IN NI-3726, 1 A/C AT 2 MINUS NOT SHOWING. PLOTS COMING FROM 338 WG.
2039 H-554 FADED GOING NORTH IN ND-1232 AND REMOVED. PICKED UP BEFORE FADE BY 2115.
2300 LT. MIRENDA ON DUTY.
0215/08 X-803 APPEARED 10 MILES NORTHWEST OF LA SPEZIA TRAVELLING SOUTHWEST AT READ HEIGHT OF 25,000 FT., ONE A/C. DUE TO ITS STRANGE BEHAVIOUR AND CONFIRMED HEIGHT READINGS TRACK MADE "HOSTILE AS TURNED NORTH TO NE-2450 AT 0218A HRS. AT 0221A, IFF DETECTED BY 338 WING, STATION #8009, AND IDENT OF P-PAL FOLLOWED, EVIDENTLY BOMBER 803 AS HEIGHTS VARYING FROM 17,000 TO 10,000 FEET. AT 0236A HRS., IDENTIFIED POSITIVELY AS "FRIEDSPRAT NINE", A-20, APPARENTLY "LOOKING AROUND" ENROUTE BASE, COMING HOME FROM MISSION.
0346 X-178 GOING EAST IN NJ-1536, 1 A/C AT 1 MINUS NOT SHOWING.
0354 X-178 NOW H-178 GOING N.W. IN NJ-3337.
0359 H-178 FADED IN NJ-4733.
0411 H-178 REMOVED. NO ACTION BY US.

NO FURTHER ENTRIES BEFORE 0500.

S3/81

S E C R E T

0282

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KW

APO 650, US ARMY,
7 JANUARY 1945.

M. L. O. LOG FOR 0500, 6 JAN '45 TO 0500, 7 JAN '45.

0500 LT. YOUNG ON DUTY.

0730 LT. PIERCE ON DUTY.
1230 LT. BROOKS ON DUTY.
1730 LT. YOUNG ON DUTY.
2300 LT. BROOKS ON DUTY.
NO FURTHER REMARKS.

S E C R E T

S3/74

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY.
6 JANUARY 1945.

M.L.O. LOG FOR 0500, 5 JANUARY TO 0500, 6 JANUARY 1945.

0500 LT. PIERCE ON DUTY.

0730 LT. MIRENDA ON DUTY.

1230 LT. YOUNG ON DUTY.

1730 LT. BROOKS ON DUTY.

0330/06 LT. YOUNG ON DUTY.

S3/67

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
5 JANUARY 1945.

M.L.O. LOG FOR 0500, 4 JAN '45 TO 0500, 5 JAN '45.

0500 LT. MIRENDA ON DUTY.
0730 LT. BROOKS ON DUTY.
1230 LT. PIERCE ON DUTY.
1700- HOSTILE 990 2 A/C AT 10,000 IN BOLOGNA AREA CHANGED TO FIGHTER BY WHITE SECTOR AT 082315. THEIR DUSK PATROL.
1730 LT. MIRENDA ON DUTY.
1740 X922 APPEARED GOING N.W. IN 080115, 3 A/C AT 6,000 FT.
1746 X997 APPEARED GOING N. IN 080825, 2 A/C.
2300 LT. PIERCE ON DUTY.
NO FURTHER REMARKS BEFORE 0500.

S3/50 S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
4 JANUARY 1945.

M.L.O. LOG FOR 0500, 3 JAN '45 TO 0500, 4 JAN '45.

0500 LT. BROOKS ON DUTY.
0730 LT. YOUNG ON DUTY.
1230 LT. MIRENDA ON DUTY.
1402 TRACK X126 APPEARED AT THIS TIME GOING NORTH IN OBOE FOX 1723, ONE AIRCRAFT, NOT SHOWING, PRESUMABLY HIGH. TRACK PROCEEDED TO STOOGE IN LOCAL AREA, THEN MOVED TO APPROXIMATE POSITION OF OBOE GEORGE 2010, WHERE ORBITTED. TRACK REMOVED AT 1436 HOURS AT GEORGE 3015. HEIGHTS VARIED FROM 20--30,000 FEET. SPITS SCRAMBLED FROM PISA BY 330 CONTROLLER BUT NO CONTACT MADE.
1650 X961, 2 A/C, NOT SHOWING, GOING SOUTH IN OB0520. CONTINUED SOUTH, FADING AT OG5813. NO ACTION.
1700 ACK-ACK CALIBRATION FLIGHT SCHEDULED FOR 4 JANUARY 1945, 1000 HOURS TO 1130, ON CHANNEL "C" WORKING WITH "EXCISE". COURSE OVAL--NORTH AND SOUTH BY 15 MILES. (SEE OVERLAY).
1715 X-965 SO. EAST IN OB3011, 1 A/C NOT SHOWING.
1726 X-965 MADE H-965 GOING SOUTH IN OB0919 1 A/C NOT SHOWING, SPEED 240 MPH.
1730 LT. BROOKS ON DUTY.
1730 X-966 MADE H-966 BY WHITE SEC IN OBXXXX 1015, 2 A/C NOT SHOWING.
1734 X-966 MADE H-966 BY WHITE SEC IN OB0813.
1751 H-965 FADED IN OB1921 AND REMOVED BY WHITE SECTOR.
1804 H-966 FADED IN OB3201 AND REMOVED BY WHITE SECTOR. ONE FRONT DOOR A/C AIRBORNE ON N.F.T. WAS VECTORED OVER TO COOLER AT APPX 1725/A FOR THIS HOSTILE ACTIVITY.
1835 FROM AALO BLUE SECTOR: ALL A/C (EITHER SHOWING IFF OR NOT SHOWING) FLYING THROUGH A.Z.A. WILL BE FIRED UPON UNLESS ORDERED OTHERWISE ON SPECIFIC A/C BY CONTROLLERS OF 338 WG. & BLUE SECTOR.
2130 BY PHONE FROM WAR ROOM: TWO JU 188 TO RECONNAISSANCE FROM BERGAMO THIS EVENING. TIME AND M(?) (AREA) UNKNOWN.
2140 BY PHONE FROM WAR ROOM: ADD TO ACTIVITY OF TWO JU 188'S (SEE ENTRY ABOVE) TIME ACTIVITY 2300 HRS.
2300 LT. MIRENDA ON DUTY.
0113 X919, ONE A/C APPEARED AT OB0820, DIRECTION S.E. CHANGED TO Q919 AT 0121A.
0152 H-520, ONE AIRCRAFT AT 1000 FEET MINUS, GOING NORTH IN NJ 2029. MOVED TO NE1006 BY 0208A, FADING TWO MINUTES LATER AT POSITION NE 1621. NO ACTION.
NO FURTHER REMARKS BEFORE 0500.

S E C R E T

S3/40

0286

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
3 JANUARY 1955.

M.L.O. LOG FOR 0500, 2 JAN '45 TO 0500, 3 JAN '45.

0500 LT. YOUNG ON DUTY.
0730 LT. PIERCE ON DUTY.
1230 LT. BROOKS ON DUTY.
1231 L/L TO WHITE SECTOR U/S. FRAME ROOM NOTIFIED.
1730 LT. YOUNG ON DUTY.
1737 X-941, 2 A/C APPEARED IN OB0605 GOING SOUTH.
1743 X-959 APPEARED IN OB2240 GOING S.W. AT 1748 CHANGED TO PAL.
1750 H-941 IN OF5545 GOING S.W. AT 1819 CHANGED TO Q-941 IN OF4731 GOING SOUTH. AT 1834 REMOVED FROM THE BOARD. SPEED OF TRACK 60 MILES PER HOUR. BELIEVED TO BE A WEATHER BALLOON.
1904 X-961 APPEARED IN OA3030 GOING S.E. AT 1913 REMOVED TRACK FROM THE BOARD.
2104 X942 APPEARED IN OB0809 GOING SOUTH. AT 2119 CHANGED TO Q-942. AT 2135 THIS TRACK REMOVED FROM THE BOARD IN OF5958 GOING SOUTH WEST.
2208 X-971 APPEARED IN OA2859 GOING S.W. AT 2212 THIS TRACK WAS CHANGED TO PAL SHOWING CODE I.
2300 LT. BROOKS ON DUTY.
2302 L/L TO WHITE SECTOR PARTIALLY U/S. RINGING CIRCUIT TOO FAINT TO HEAR OR LIGHT SIGNAL BULB BUT CAN BE USED AFTER CONTACT IS MADE. NOTICE OF DESIRE TO TALK COMMUNICATED TO WHITE SEC VIA F/M LINK.
2349 VERBALLY FROM CONTROLLER: MESSAGE FROM 62ND FW THAT ENEMY RECCO ACTIVE AT 2302 (MESSAGE VIA PHONE FROM WAR ROOM).
NO FURTHER REMARKS BEFORE 0500.

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S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
2 JANUARY 1945.

M.L.O. LOG FOR 0500, 1 JANUARY TO 0500, 2 JANUARY 1945.

0500 LT. PIERCE ON DUTY.

0730 LT. RAY ON DUTY.

1230 LT. YOUNG ON DUTY.

1730 LT. PIERCE ON DUTY.

0052 X-802, 2 A/C APPEARED IN OA-0449 TRAVELLING WEST. AT 0110, X-802 REMOVED FROM BOARD IN OA-0036, STILL HEADING WEST.

0325 X-126, 1 A/C APPEARED IN NJ-2628 GOING DUE EAST. THIS A/C STAYED IN THIS AREA UNTIL 0341 WHEN IT WAS REMOVED FROM THE BOARD IN NJ-4226 HEADING N.W.

0330 LT. YOUNG ON DUTY.

NO FURTHER ENTRIES BEFORE 0500.

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
1 JANUARY 1945.

M.L.O. LOG FOR ~~0500~~, 31 DEC '44 TO 1 JAN '45. (0500)

0500 LT. RAY ON DUTY.
0718 X-942 1 A/C WEST IN OG5732. X-943 1 A/C NORTH IN OF0034.
0720 X-943 OFF BOARD GOING NE IN OB1543.
0733 NO FURTHER PLOTS ON X-942. REMOVED. DAWN PATROL BEING VICTORED TOWARD BOGIES BY COOLER.
0740 LT. BROOKS ON DUTY.
1150 SENIOR MLO, 338 WG. CALLED TO SAY HE WAS MAKING TRACING ON X-131 (SEE LOG ENTRY 376/0406 THIS DATE) AND FORWARDING TO MAAF.
1230 LT. PIERCE ON DUTY.
1730 LT. RAY ON DUTY.
1744 X-195 1 A/C S. IN OB1415. NO FURTHER PLOTS. REMOVED AT 1752 HRS.
1851 414TH NIGHT SCHEDULE CANCELLED -- WEATHER.
2238 416TH NIGHT SCHEDULE CANCELLED -- WEATHER.
2300 LT. PIERCE ON DUTY
NO FURTHER ENTRIES BEFORE 0500/01.

H A P P Y   N E W   Y E A R   - - -   1 9 4 5 ! !

S3/02

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
30, 31 DECEMBER '44.

M.L.O. LOG FOR 0500, 30 DEC TO 0500, 31 DEC, 1944.

0500 LT. BROOKS ON DUTY.
0524 PAL 113 GOING NO. IN OF2752 1 A/C NOT SHOWING. SPEED 270 MPH.
0526 PAL 113 MADE X-RAY 113 BY BLUE SEC AND 338 WG INDEPENDENTLY AND AT THE SAME TIME BECAUSE NO MOVEMENTS ON HAND WHICH WOULD IDENTIFY THIS A/C.
0527 X-113 MADE P-113 BY 338 WG AS THEIR STATION 8005 PICKED UP CODE VI AND CARRIED IFF ON THIS TRACK FOR 20 MILES. WHITE SECTOR ALSO PICKED UP CODE VI ON THIS TRACK BUT NO BLUE SECTOR RADAR PICKED UP IFF AT ANY TIME.
0546 P-113 FADED IN OA1925 GOING NO. THIS TRACK MAINTAINED A CONSTANT SPEED AND BEARING THROUGH OUR AREA.
0730 LT. YOUNG ON DUTY.
0852 X946 APPEARED IN OB0629 GOING WEST AT 0858 IDENTIFIED AS B-25 GOING S.W. IN OF.
1045 LANDLINE OUT TO WHITE SECTOR.
1100 VAPOR TRAILS REPORTED OVER PONTEDERA GOING NORTH WEST AT 22000. NO TRACK ON FILTER BOARD.
1230 LT. RAY ON DUTY.
1244 WHITE SECTOR L/L SERVICEABLE.
1730 LT. BROOKS ON DUTY.
2104 H-178 GOING NO. EAST IN NI1647 1 A/C AT 8,000 MINUS, NOT SHOWING SPEED 350 MPH GINNY 26 SCRAMBLED.
2120 H-178 FADED IN NJ3116.
2300 LT. RAY ON DUTY.
2340 H-845 3 A/C SW IN ND4539. FADED AT 2351 IN ND3529.
0406 X-131 1 A/C AT 1000' --SHOWING CODE VI FLYING NW IN NJ2550. CONTINUED NW AND FADED AT 0416 HRS IN NJ4535. THIS IS 3RD TIME IN THE LAST MONTH THAT UNIDENTIFIED A/C SHOWING CODE VI HAVE BEEN OPERATING IN THIS GENERAL AREA.
NO FURTHER REMARKS BEFORE 0500.

S3/846

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
30 DECEMBER 1944.

M.L.O. LOG FOR 0500, 29 DECEMBER TO 0500, 30 DECEMBER 1944.

0500 LT. YOUNG ON DUTY.
0730 LT. PIERCE ON DUTY.
1230 LT. BROOKS ON DUTY.
1347 X-887, S.E. IN OA-2252, 1 A/C NOT SHOWING, SPEED 300.
1350 X-887, S.W. IN OA-1550, 2 A/C ANGELS 22 MINUS, NOT SHOWING. CONTROLLER SCRAMBLED.
1355 X-887 MADE PAL 887 GOING S.W. IN OF-5236 SHOWING CODE 1. BRASSNECK 30 FIXED CLOSE TO THIS POSITION. MOVEMENTS INFORMATION SHOW THIS A/C OPERATING AREAS S AND L, BASED AT MALIGNANO.
1730 LT. YOUNG ON DUTY.
1744 H-933, 1 A/C ORBITING IN OB-1324 AT ANGELS 7. H-933 REMOVED FROM BOARD.
2115 B-851 COMING SOUTH IN OA NOT SHOWING WAS CHANGED TO X-851.
2118 TRACK 851 WAS IDENTIFIED AS MUFIT 96 BY A FIX AND WAS CHANGED TO B-851. PILOT ADVISED TO CHECK HIS COCKEREL.
2300 LT. BROOKS ON DUTY.
NO FURTHER ENTRIES BEFORE 30/0500.

S3/839

S E C R E T

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S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
29 DECEMBER 1944.

M.L.O. LOG FOR 0500, 28 DEC TO 0500, 29 DEC '44.

0500 LT. PIERCE ON DUTY.
0730 LT. RAY ON DUTY.
2134 X-919 1 A/C AT 27,000' FLYING SW IN OB0310 TURNED SE IN OG5900 AND CHANGED TO P-919 AT 1149 HRS. GOLD SECTION SCRAMBLED.
1230 LT. YOUNG ON DUTY.
1324 X-933 APPEARED IN OA2954 GOING SOUTH. TWO A/C. CHANGED TO PAL AT 1326.
1400 LAND LINE TO WHITE SECTOR U.S. REPORTED TO WIRE ROOM.
1625 X-935 - 4+ A/C APPEARED IN OB1005 TRAVELING SOUTHEAST. AT 1635 CHANGED TO PAL.
1635 X-938 1 A/C APPEARED IN OG5722 GOING SOUTH. AT 1641 REMOVED FROM THE BOARD.
1640 X-003 3+ A/C APPEARED IN OF5952 GOING NORTHEAST. AT 1654 CHANGED TO PAL.
1730 LT. PIERCE ON DUTY.
0330 LT. YOUNG ON DUTY.
NO FURTHER REMARKS BEFORE 0500.

S3/329

S E C R E T



SECRET

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
28 DECEMBER 1944.

M.L.O. LOG FOR 0500, 27 DECEMBER TO 0500, 28 DECEMBER '44.

0500 LT. RAY ON DUTY.
0730 LT. BROOKS ON DUTY.
1125 H-852 SO. IN OF5517, 3 A/C VISUAL FROM 1015 AS ME 109'S.
1127 H-852 SO. WEST OF5212 2 A/C NOT SHOWING.
1130 LIFETIME GOLD SCRAMBLED. YELLOW ALERT.
1133 H-852 FADED AND REMOVED.
1142 X-856 WEST IN OF4411. 3 A/C NO SHOW.
1145 X-856 MADE PAL 856 IN OF4816 NOW SHOWING CODE VI.
1203 X-952 GOING NE IN OB3216 2 A/C NOT SHOWING.
1206 X-952 DROPPING WINDOW (FROM WHITE SEC.)
1212 X-952 FADED FROM WHITE AND REMOVED.
1230 LT. PIERCE ON DUTY.
1240 X-169 PASSED FROM 330 WG. IN OF2617, 2 A/C AT 14,000 PROCEEDING NORTH WEST. CHANGED TO HOSTILE 5 MILES N.E. OF GORGONA. 2 P-47 "LIFETIME GOLD" SCRAMBLED--IDENTIFIED HOSTILE AS BAKER-24. MARKING ON A/C #856.
1645 X950 1 A/C PASSED FROM WHITE SECTOR VIA W/T IN OF5519 COMING SOUTH. STATION #2117 GAVE VISUAL ON PIPER CUB IN SAME POSITION AS X-TRACK. X-950 TAGGED L-LAISON. "CRYSTAL GREEN" ORDERED OFF ON SCRAMBLE BUT NO TAKE-OFF.
1720 X-909 PASSED FROM WHITE SECTOR 2 A/C PROCEEDING S.W. NO ANGELS. IN OBOE GEORGE 2625. CHANGED TO P-PAL. NO ACTION TAKEN.
1730 LT. RAY ON DUTY.
1748 X-961 1 A/C FLYING NE IN OA3242. REMOVED AT 1752 HRS.
2111 X-927 1 A/C FLYING WEST IN OB1109. NO FURTHER PLOTS. REMOVED AT 2122 HRS.
2115 X-928 1 A/C ANGELS 13 FLYING NW IN OB1117. LATER SHOWED CODE I & CHANGED TO P-928.
2300 LT. PIERCE ON DUTY.
0005 BAKER 17 FORCED DOWN PISA WITH 2 ENGINES OUT. CALL SIGN "PALEFACE N-NAN." CREW SAFE. PILOT--LT. MALONEY. SIGNAL SENT HOME BASE--885TH BOMB SQ., BRINDISI.
NO FURTHER REMARKS BEFORE 0500.

S3/824

SECRET

0293

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
27 DECEMBER 1944.

M.L.O. LOG FOR 0500, 26 DEC TO 0500, 27 DEC, 1944.

0500 LT. BROOKS ON DUTY.
0730 LT. YOUNG ON DUTY.
1230 LT. RAY ON DUTY.
1723 X-924 SOUTH IN 0B2532 1 A/C. CHANGED TO Q-924 & REMOVED ON SECOND PLOT.
1724 H-997 2 A/C GOING NORTH IN 0B1716 CHANGED TO F-997 AT 1726 HRS.
1730 LT. BROOKS ON DUTY.
1730 X-926 NORTH 0G2525 1 A/C NOT SHOWING.
1731 H-89 GOING SO. WEST IN 0G1341 6 A/C NO SHOW.
1732 X-926 MADE HOSTILE.
1747 H-89 REMOVED.
1750 H-926 REMOVED. NO ACTION TAKEN ON EITHER H-89 OR 926 BY BLUE SECTOR.
1806 MESSAGE (TELETYPE) REF NG AMAG CODE ROOM NR0226 FROM 323 WG. CONCERNING MOVEMENT OF FOUR SQUARE, BULLSEYE, KARGI AND FISH-HOOK AIRCRAFT OPERATING OUR AREA. FILED 26/1037A RECEIVED 26/1806 THREE HOURS AFTER A/C HAD RETURNED TO BASE AND CONSEQUENTLY NO GOOD FOR IDENTIFICATION PURPOSES.
2300 LT. RAY ON DUTY.
0106 X-805 3 A/C NO ANGELS FLYING WEST IN OF 1026. NO FURTHER PLOTS; REMOVED AT 0122 HRS.
NO FURTHER REMARKS BEFORE 0500.

S3/809

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
26 DECEMBER 1944.

V.L.O. LOG FOR 0500, 25 DECEMBER TO 0500, 26 DECEMBER '44.

0500 LT. YOUNG ON DUTY.
0730 LT. PIERCE ON DUTY.
1230 LT. YOUNG ON DUTY.
1530 LT. BROOKS ON DUTY.
1600 UNIDENTIFIED ACTIVITY NORTH OF FLORENCE X-926 & X-923 COMING SOUTH ABOUT 10 MILES NO. OF FLORENCE. THREE PLOTS AND FADED.
1725 LT. RAY ON DUTY.
1726 H-992 GOING SOUTH IN OB1955, 2 A/C. REMOVED AT 1736 HRS. 2 PLOTS ONLY. H-993 OB2015 5 A/C SW.
1730 H-993 TURNED IN OA1710 AND WAS REMOVED ORBITING IN THAT POSITION AT 1755 HRS.
1735 X-994 1 A/C WEST IN OA1942. TURNED NORTH & CHANGED TO H-994, CONTINUED NORTH OFF BOARD.
1751 H-997 1 A/C ORBITING IN OA-3559. TURNED SW AT 1755 HRS AND NOW 2 A/C AT ANGELS 8, SPEED 200.
1800 H-997 CHANGED TO P-997 PICKING UP CODE VI. WAS NOT ONE OF 414TH OR 416TH A/C.
1830 LT. BROOKS ON DUTY.
1845 MESSAGE FROM 62ND FW "TWO JU188 PROBABLY ACTIVE TONIGHT FROM BERGAMO"
1951 X-963 GOING SOUTH IN OB1717 4 A/C NO SHOW.
1952 X-964 GOING SE IN OB2020 4 A/C NO SHOW.
1953 X-964 ORBITED, FADED. REMOVED BY WHITE SECTOR.
1955 FRONTDOOR A/C IN AIR AT TIME X-964 APPEARED, WAS SENT TO WHITE SECTOR AT 1955A.
2000 GINNY 36 SCRAMBLED AND TURNED OVER TO WHITE SECTOR.
2006 X-963 FADED 5 MILES NORTH OF BOLOGNA AND REMOVED BY WHITE SEC.
2009 X-965 WEST IN OB1840 1 A/C NO SHOW.
2012 X-967 SOUTH OB2023 1 A/C NO SHOW.
2014 X-967 MADE H-967.
2014 X-965 REMOVED BY WHITE SECTOR.
2014 H-966 NO. WEST OF4327 1 A/C NO SHOW.
2015 H-967 NOW IN OB1426 ANGELS 2.
2016 H-968 SO. IN OB3157 1 A/C NO SHOW.
2029 X-969 1 A/C NO SHOW AT 11000 IN OB 0605.
2031 H-971 IN OA2136 MADE FIGHTER. FRONTDOOR A/C, TWO PLOTS LATER SHOWED CODE VI.
2034 H-967 REMOVED BY WHITE SEC.
2035 X-932 WEST IN OG5909 1 A/C AT 9,000.
2037 X-972 NORTH IN OB2610 1 A/C NO SHOW.
2040 X-932 REMOVED BY WHITE SEC.
2046 X-162 WEST OF 1936 1 A/C NO SHOW.
2047 H-970 REMOVED BY WHITE SEC.

S3/795

S E C R E T

S E C R E T

MLO LOG FOR 25, 26 DEC '44 (CONT'D).

2048 X-975 SOUTH IN OB2703 1 A/C. NO SHOW.
2050 X-976 SO. WEST IN OB1606, 2 A/C NO SHOW.
2056 X-978 NO. WEST IN OB 1836 1 A/C NO SHOW.
2107 X-933 NO. IN OB 2019 1 A/C. NO SHOW.
2113 X-933 REMOVED BY WHITE SECTOR.
NO FURTHER REMARKS BEFORE 0500.

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
25 DECEMBER 1944.

M.L.O. LOG FOR 0500, 24 DECEMBER TO 0500, 25 DECEMBER 1944.

0500 LT. PIERCE ON DUTY.

0730 LT. RAY ON DUTY.

1230 LT. YOUNG ON DUTY.

1716 X-324 APPEARED IN DA-2747 GOING NORTH.

1727 X-324 FADED FROM THE BOARD.

1730 LT. PIERCE ON DUTY.

0330/25 LT. YOUNG ON DUTY.

NO FURTHER ENTRIES BEFORE 0500.

SECRET

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
24 DECEMBER 1944.

M.L.O. LOG FOR 0500, 23 DEC TO 0500, 24 DEC, 1944.

0500 LT. RAY ON DUTY.
0730 LT. BROOKS ON DUTY.
1230 LT. PIERCE ON DUTY.
1325 X-188 1 A/C AT 29,000 IN OF-0855 GOING N.W. PASSED FROM 338 WG. STATIONS #2114-2120--2115. PICKED UP MARK III CODE 1. SPEED OF A/C 350. X188 TURNED WEST TO COAST THEN N.W. REDUCED ANGELS TO 25,000. 338 WG. FILTER OFFICER REPORTED THEIR STATIONS DID NOT SEE IFF SO HESITATED IN CHANGING IDEN- 2 P-47'S SCRAMBLED FROM PISA "LIFETIME SILVER." TRACK PROCEEDED NW TO NJ3858 WHERE IDENT. CHANGED TO P-PAL. NO ATTEMPTED INTERCEPTION. PAL-188 CONT'D N.W. FADING IN LASPEZIA AREA.
1555 X961 3+ A/C PASSED FROM WHITE SECTOR IN OA3049. TRACK PROCEEDING SOUTHWEST. ON NEXT POSITION, OA1539, CHANGED TO FIGHTER AT 1554. NO ACTION TAKEN.
1625 X-907 A A/C GOING SOUTHWEST IN OB1921 PASSED FROM WHITE SECTOR. FADED AT NEXT POSITION, OB1911. REMOVED. NO ACTION TAKEN.
1730 LT. RAY ON DUTY.
1931 X-155 APPEARED IN NJ5152 1 A/C AT 10,000 FLYING ESE.
1836 X-155 CHANGED TO H-155 AND 338 CALLED MILITARY RED. AT 1943 HRS. H-155 AT ANGELS 17 IN OA1530 GOING NE. AT 1952 HOSTILE WAS SOUTHWEST IN OA1727 AT ANGELS 20.
2017 H-155 WAS REMOVED FROM BOARD SINCE TRACK WAS NOW THAT OF GINNY 17 WHO WAS BEING WORKED BY EXCISE.
2132 X-925 APPEARED IN OB1928 1 A/C FLYING SW. NOW H-925. MADE Q-925 AT 2136 HRS. NO FURTHER PLOTS AND REMOVED.
2143 H926 1 A/C FLYING NW IN OB2812. REMOVED FROM BOARD AFTER 2 PLOTS.
2152 WHITE SECTOR PASSED A SOUND PLOT H927 1 A/C FLYING EAST IN OB1520. REMOVED AT 2158 HRS.
2300 LT. PIERCE ON DUTY.
0328 HOSTILE 164 1 A/C AT 2000 FT. PASSED FROM 338 WG. IN NO0131 GOING N.E. CONT'D N.E. TO ITALIAN COAST FADING AT NE3325. REMOVED. NO ACTION TAKEN.
NO FURTHER REMARKS BEFORE 0500.

S3/784 SECRET

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
23 DECEMBER 1944.

MLO LOG FOR 0500, 22 DEC TO 0500, 23 DECEMBER 1944.

0500 LT. BROOKS ON DUTY.
0730 LT. MIRENDA ON DUTY.
1013 X940 APPEARED IN OB1010 HEADING WEST. INCREASED TO 2 AIRCRAFT AT 18,000 FEET AND FADED. REMOVED AT 1037. NO ACTION INITIATED HERE.
1120 ENEMY AIRCRAFT ACTIVITY REPORTED APPROXIMATELY 25 MILES EAST OF VERONA (FROM WHITE SECTOR).
1125 SIMILAR ACTIVITY REPORTED BERGAMO AREA.
1203 LARGE BOMBING MISSION BY 15 AIRFORCE CANCELLED DUE TO BASE AND ROUTE WEATHER.
1230 LT. RAY ON DUTY.
1439 WHITE REPORTED X-913 1 A/C ORBITING IN OB3529. FADED AND REMOVED AT 1442. SILVER SECTION SCRAMBLED ON PATROL.
1630 WHITE REPORTED 3 A/C FLYING SW IN OA3959 X-970, FIRST REPORTED ANGELS 5. PROCEEDED IN GENERAL WESTERNLY DIRECTION, ANGELS UNKNOWN.
1636 X-970 TURNED NORTH AT OA3935 AND MADE H-970.
1642 H-970 FADED AT OA2925. REMOVED AT 1650 HOURS. NO ACTION TAKEN.
1727 X-892 1 A/C NO ANGELS APPEARED FLYING SOUTH IN OA0723. FADED AFTER 2 PLOTS AND APPEARED AGAIN OF3525. CROSSED PISA A/D AND FADED AT OF3516. GINNY 30 SCRAMBLED. NO RESULTS.
1740 LT. BROOKS ON DUTY.
1807 X-980 1 A/C NO SHOW NW IN OB2035. GINNY 30 TURNED THAT DIRECTION AND TURNED OVER TO WHITE SECTOR.
1809 X-980 FADED IN OB2732.
1838 X895 3 A/C NO SHOW GOING NW IN OA0752 GINNY 30 TURNED IN DIRECTION OF X-RAY BUT TRACK FADED AFTER TWO PLOTS.
1841 X-898 PICKED UP APPX 30 MILES SOUTH OF WHERE X895 FADED. 3 A/C NO SHOW, NO ANGELS, GOING SW IN OF5054. GINNY 30 STILL OUT OF RANGE AND TRACK FADED AFTER TWO PLOTS.
1845 X-945 STOOGING IN AREA 20 MILES NORTH OF FLORENCE--FADED AFTER THREE PLOTS.
1852 X-898 MADE Q FOR QUERY.
1935 X-986 1 A/C NO SHOW GOING S IN OA0730.
1939 X-986 MADE PAL-986 IN OF5230 AS TWO FRONT DOOR A/C (43 & 40) IN VICINITY ON HOMING COURSE.
1942 P-986 FADED IN OF4227 STILL NOT SHOWING. 414 OPERATIONS NOTIFIED.
2055 TRACK 811 1 A/C NO SHOW, NO ANGELS GOING SO IN ND0955.
2056 811 MADE H-811. NO MOVEMENTS THIS SECTOR OR 338 WING FOR SINGLE A/C OPERATING THIS AREA THIS TIME.
2056.5 H-811 PICKED UP BY 338 WING WITH ANGELS OF 25000'.
2057 GINNY 32 SCRAMBLED.
2107 H-811 FADED IN NI1137 STILL GOING SOUTH. SAME ANGELS. NO CONTACT BY GINNY 32.
2231 H-811 REAPPEARED IN NJ3010 ANGELS 22,000 COMING NORTH.

S3/778 S E C R E T

S E C R E T

MLO LOG FOR 22, 23 DECEMBER 1944 (CONT'D)

2231 H-811 DROPPING WINDOW. 338 WG HAD THREE STATIONS ON THIS TRACK AT THIS TIME AND BLUE SEC ALSO HAD THREE STATIONS REPORTING.

2245 H-811 FADED IN NE1717 ANGELS 25,000. PLOTS RECEIVED FROM 338 WING SHOWED TRACK OF HOSTILE TO ENTER CORSICA AREA ON WAY BACK. SEARCH VICINITY OF ST. CATHERINE, LEAVE COAST HEADING NE, MAKE ONE EVASIVE ACTION BEHIND PE OF CAP CORSE AND THEN HEAD NORTH EAST(AT WHICH TIME IT WAS PICKED UP BY OUR STATIONS) AT A SPEED OF 270 MPH. TRACK CONTINUED NE UNTIL 12 MILES FROM COAST AND THEN TURNED NW UNTIL NE0918 WHEN HEADED NORTH UNTIL IT FADED. DROPPED WINDOW ON AT LEAST THREE OCCASIONS.

2300 LT. RAY ON DUTY.

0315 H-190 1 A/C AT 22,000' GOING SOUTHEAST IN ND1959, TURNED NORTHEAST AT NE1500 AND INCREASED ANGELS TO 30.

0334 H-190 FADED. NO ACTION TAKEN HERE.
NO FURTHER REMARKS BEFORE 0500.

S3/778

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
22 DECEMBER 2944.

M.L.O. LOG FOR 0500, 21 DECEMBER TO 0500, 22 DECEMBER 1944.

0500 LT. MIRENDA ON DUTY.
0730 LT. PIERCE ON DUTY.
1130 X-856 1 A/C AT 22,000 5 MILES NORTHEAST OF PISA AIRDROME IDENTIFIED ON INTER-COM BY "MIDWOOD PINK" AS A "DOUGHBOY" A/C TAGGED FIGHTER 856. CHECK WITH 86TH FTR GROUP DISCLOSED LOCAL DOUGHBOY FLIGHT.
1215 333 WING'S TRACK PAL-133 CHANGED TO X-133. 1 A/C AT NAN-JIG 1922 GOING SOUTHWEST TOWARDS CORSICA. PROBABLY TRANSIENT A/C THAT FAILED TO CLEAR BASE OPS. ANGELS 5000 MINUS--SPEED 200. X-TRACK CONT'D S. WEST--FADED FROM 338 WING AT N10546--REMOVED.
1230 LT. BROOKS ON DUTY.
1251 350TH GP, 27TH FTR GP, 11TH SQ SAAF WG ALL STOOD DOWN FOR THE DAY DUE WEATHER.
1300 57TH FTR GP & 334 WG (BRINDISA) STOOD DOWN DUE TO WEATHER.
1344 X-960 1 A/C NO SHOW IN OA2255. TRACK CAME OUT OF WHITE SEC LABLED PAL, MADE X-RAY BY THEM AS ENTERED BLUE SEC.
1349 X-960 FADED IN OA1955. NO SCRAMBLE. FOUR "SHARPIE" A/C VICINITY FLORENCE TIME OF X-RAY.
1456 86TH FTR GP STOOD DOWN DUE WEATHER.
1730 LT. MIRENDA ON DUTY.
1930 X977 1 A/C APPEARED NORTH OF FLORENCE AT OB1825 GOING SOUTHWEST, ONE PLOT ONLY. FADED AND REMOVED AT 1935. NO ACTION TAKEN.
1954 X980 COMING SOUTHWEST IN OB1805 TURNED NORTHWEST AT 1957 HOURS. FADED AT 1958A. NO ACTION TAKEN.
2300 LT. BROOKS ON DUTY.
2321 H-986 1 A/C AT 6000 IN OA1958 GOING SW.
2331 H-986 REMOVED. ONE PLOT RECEIVED AND THIS FROM WHITE SECTOR. NO ACTION TAKEN.
2337 X-384 1 A/C SW IN UA2839 ANGELS 10, ONE PLOT FROM 338 WG.
2358 X-381 REMOVED, NO FURTHER PLOTS. NO ATTEMPT AT INTER-CEPTION.
NO FURTHER REMARKS BEFORE 0500.

S3/766

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
21 DECEMBER 1944.

M.L.O. LOG FOR 0500, 20 DECEMBER TO 0500, 21 DECEMBER 1944.

0500 LT. PIERCE ON DUTY.

0730 LT. RAY ON DUTY.

1230 LT. PIERCE ON DUTY.

1615 LT. MIRENDA ON DUTY.

1615 EFFECTIVE 0001 HOURS, 22 DECEMBER, STANDARD OPERATING PROCEDURE GOVERNING OVERLAP PLOTTING WILL BE APPLIED. (NET RESULT OF INTER-SECTOR MEETING OF SENIOR CONTROLLERS, M.L.O.'S, AND FILTER OFFICERS, BLUE-WHITE SECTORS.)

1730 LT. PIERCE ON DUTY.

2300 LT. MIRENDA ON DUTY.

NO FURTHER ENTRIES BEFORE 21/0500.

S3/758

S E C R E T

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HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
20 DECEMBER 1944.

M.L.O. LOG FOR 0500, 19 DECEMBER TO 0500, 20 DECEMBER 1944.

0500 LT. RAY ON DUTY.
0546 X-902, 1 A/C NO ANGELS NO SHOW GOING S.W. IN OB-0625.
0550 X-902 MADE Q-902 AND REMOVED; SAME GRID; ALL PLOTS WHITE SECTOR.
0730 LT. BROOKS ON DUTY.
0930 27TH FTR GP STOOD DOWN DUE WEATHER.
1050 57TH BOMB GP STOOD DOWN DUE WEATHER.
1052 86TH FTR GP STOOD DOWN DUE WEATHER.
1055 350TH FTR GP STOOD DOWN DUE WEATHER AT 0945A.
1230 LT. PIERCE ON DUTY.
1315 X-825, 1 A/C IN NE-3042 COMING SOUTH NOT SHOWING, NO ANGELS ON TRACK. CONTACTED VIA R/T AND FIXED "BRASSNECK 116" IN SAME POSITION AS X-TRACK. TAGGED R-RECCO. CONTINUED SOUTHEAST TO HOME BASE AT MALIGNANO. NO IFF PICKED UP ON TRACK.
1730 LT. RAY ON DUTY.
1951 REMAINDER OF 47TH BOMB SCHEDULE STOOD DOWN FOR TONIGHT.
2300 LT. PIERCE ON DUTY.
NO FURTHER ENTRIES BEFORE 0500/20.

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
19 DECEMBER 1944.

M.L.O. LOG FOR 0500, 18 DECEMBER TO 0500, 19 DECEMBER 1944.

0500 LT. BROOKS ON DUTY.
0730 LT. MIRENDA ON DUTY.
0945 FROM 62 WING:- "INCREASE REPORTED IN USE BY ENEMY OF LONE LONG RANGE PLANES TO DROP AGENTS BEHIND OUR LINES. EFFECTIVE IMMEDIATELY YOU ARE REQUIRED TO REPORT BY FASTEST MEANS TO THIS HEADQUARTERS AND TO HQ. 22 T.A.C., TIME AND ROUTE OF ALL ENEMY AIRCRAFT PICKED UP BY YOU WHEN THEIR ACTIVITY IS NOT DEFINITELY IDENTIFIED. THIS NECESSARY TO AID IN PROMPT INVESTIGATION."
1230 LT. RAY ON DUTY.
1700 DUSK PATROL, 416TH, 414TH, & 47TH NIGHT PROGRAMS CANCELLED DUE TO WEATHER.
1730 LT. BROOKS ON DUTY.
2300 LT. RAY ON DUTY.
0200/19 WHITE SECTOR REPORTED 1 A/C, ANGELS 4 FLYING S.W. IN 08-1230. X-990.
0205 TRACK STILL ORBITING IN SAME VICINITY; CHANGED TO Q-990 AND REMOVED FROM BOARD AT 0215.
NO FURTHER ENTRIES BEFORE 0500.

S3/740

SECRET

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
18 DECEMBER 1944.

M.L.O. LOG FOR 0500, 17 DECEMBER TO 0500, 18 DECEMBER 1944.

0500 LT. MIRENDA ON DUTY.
0730 LT. PIERCE ON DUTY.
0915 10 OR 15 ENEMY A/C AIRBORNE FROM BERGAMO AND WERE ON 357 DEG FROM WHITE SECTOR. A GREAT MANY ENEMY A/C LANDING REGGIO NELL'EMILLA, JUST WEST OF BOLOGNA. ALL INFO RCV'D FROM WHITE SECTOR.
0930 TWO MORE ENEMY FLIGHTS AIRBORNE FROM BERGAMO AND ON 350° AND 001° FROM WHITE SECTOR.
0835 X-917 1 A/C NOT SHOWING PASSED FROM WHITE SECTOR IN OB1122 GOING S.E. #2120 PICKED UP MARK 3 CODE I. INFO PASSED TO WHITE AND IDENT CHANGED TO P-PAL.
1115 WHITE SECTOR M.L.O. PASSED INFO THAT P-47 "KOLA" OF 65 SQ., 57TH FTR GP CRASHED OB1532. PILOT (NAME UNKNOWN) BAILED OUT--LANDED SAFELY AND PICKED UP BY AMBULANCE--BEING BROUGHT INTO FLORENCE. INFO PASSED TO HOME BASE.
1230 LT. BROOKS ON DUTY.
1231 ENEMY FLIGHT ON BEARINGS OF 359 DEG TO/AND 023 DEG FROM WHITE SECTOR PEEPER STATION. INFO FROM WHITE SECTOR.
1236 X-953 1 A/C GOING NW IN OB 2031 RED FROM WHITE SECTOR.
1255 334 WG CANCELLED OPERATIONS FOR 17/18 DEC.
1311 X-937 1 A/C NO ANGELS GOING S IN OB 0630 FROM WHITE SECTOR.
1314 27TH FTR GP STOOD DOWN FOR 17 DEC 44.
1403 TRACK 46 APPEARED IN OB 0515 COMING SOUTHEAST, 1 A/C NO SHOW. MADE X-46, NO CONTACT WITH WHITE SECTOR AT THE TIME TRACK APPEARED AS WIREMAN WORKING ON LINE.
1407 X-46 MADE PAL-46 IN OB4607. NOW 4 A/C SHOWING CODE I.
1410 L/L TO WHITE SECTOR NOW R5-S3.
1455 TRACK 548 APPEARED IN NE1252 (TIME 1442A) COMING SO. EAST, 6 PLUS AT 20 NOT SHOWING. REFERENCE TO MOVEMENT SHEETS SHOWED THIS POSSIBLY TO BE A SECTION OF 8 SAAF AND IT WAS CONSEQUENTLY CALLED A PAL TRACK. ONE OF OUR STA (2114) PICKED UP ONE PLOT OF CODE I JUST AS TRCK FADED IN PISA AREA BUT FOR ALL PRACTICAL PURPOSES TRACK DID NOT SHOW IFF IN SUFFICIENT TIME FOR PROPER IDENTIFICATION. IMPOSSIBLE TO DETERMINE DEFINITELY WHAT A/C THERE BELONGED TO AS MOVEMENT SCHEDULE CHANGED DUE TO WEATHER OVER BOTH BASE FIELDS AND TARGET AREAS.
1500 L/L TO WHITE SECTOR OUT. REPORTED TO FRAME ROOM.
1730 LT. MIRENDA ON DUTY.
2300 LT. BROOKS ON DUTY.
NO FURTHER REMARKS BEFORE 0500.

S3/730

SECRET

0305

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
17 DECEMBER 1944.

M.L.O. LOG FOR 0500, 16 DECEMBER TO 0500, 17 DECEMBER '44.

0500 LT. PIERCE ON DUTY.
0730 LT. RAY ON DUTY.
1230 LT. MIRENDA ON DUTY.
1502 XXII TAC MISSION DIRECTIVE JUST RECEIVED. NORMALLY RECEIVED PRIOR TO DAYLIGHT TAKE-OFFS.
1558 X922 APPEARED AS ONE AIRCRAFT IN OB 1025 GOING NORTH. TRACK FADED THAT POSITION.
1650 FOURTEEN (14) P'40'S LANDED AT PONTEDERA FROM PERRUGIA, REPRESENTING 11TH SQDN OF 8 S.A.A.F., TO BE OPERATING AT PONTEDERA. ONE AIRCRAFT CRASH-LANDED. (INFORMATION PASSED TO WHITE SECTOR FOR 8 S.A.A.F.)
1811 X-160, 1 A/C APPEARED AT 1811 HOURS IN NAN DOG 1552 GOING SW (338 WING REPORTING). DIRECTION CHANGED TO SOUTH IN NAN DOG 0730, A MINUTE LATER. HEIGHT READING 3,000 MINUS AT 1819, SAME POSITION. REMOVED FROM BOARD AT 1831.
2000 LT. PIERCE ON DUTY.
2300 LT. MIRENDA ON DUTY.
0355 X-973, ONE AIRCRAFT IN OB2035 AT 8,000 PASSED FROM WHITE SECTOR. PLOTTED BY ONE STATION, TRACK REMAINED FOR THREE INITIAL PLOTS, THEN FADED AT 0403. BELIEVED TO BE AT ATMOSPHERIC DISTURBANCE.

NO FURTHER REMARKS BEFORE 0500.

S3/721 S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
16 DECEMBER 1944.

M.L.O. LOG FOR 0500, 15 DECEMBER TO 0500, 16 DECEMBER '44.

0500 LT. RAY ON DUTY.
0745 LT. BROOKS ON DUTY.
1230 LT. PIERCE ON DUTY.
1620 X-385 1 A/C FIRST PASSED FROM 338 WING 20 MILES S. EAST OF PISA ANGELS 25,000. STOOGED IN AREA HALFWAY BETWEEN PISA AND FLORENCE. ANGELS INCREASED TO 27,000. X-TRACK TAGGED HOSTILE (PRIOR TO TRACK PICK-UP AALO REPORTED VAPOR TRAILS OVER AND EAST OF PISA). WHITE SECTOR PASSED INFO OF "SHARPY 62" ON LOCAL FLIGHT IN SAME AREA AS HOSTILE. CODE 1, IFF ON HOSTILE 385 --IDENT CHANGED TO R-RECCO. FIRMLY BELIEVE HOSTILE TRACK AND "SHARPY 62" CONFUSED.
1730 LT. RAY ON DUTY.
2300 LT. PIERCE ON DUTY.
NO REMARKS BEFORE 0500.

S E C R E T

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S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
15 DECEMBER 1944.

M.L.O. LOG FOR 0500, 14 DECEMBER TO 0500, 15 DECEMBER 1944.

0500 LT. BROOKS ON DUTY.
0730 LT. MIRENDA ON DUTY.
1000 WHITE SECTOR REPORTS "DRIFTWOOD" RED LEADER #1 CIRCLING POSITION OF "DRIFTWOOD" RED LEADER #2 AT APPROXIMATELY 080515. REPORTED THIS TO 86TH GROUP.
1115 "DRIFTWOOD" RED #2 PICKED UP (REPORT FROM OPS B, VIA WHITE SECTOR).
1230 LT. RAY ON DUTY.
1622 PISA FIELD CLOSED FROM SUNDOWN TO SUNRISE FOR 3 NIGHTS STARTING NIGHT OF 14-15 DEC. 416TH PROGRAM CANCELLED.
1730 LT. BROOKS ON DUTY.
2300 LT. RAY ON DUTY.
NO FURTHER REMARKS BEFORE 0500.

S3/694

S E C R E T

0308

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
14 DECEMBER 1944.

M.L.O. LOG FOR 0500, 13 DECEMBER TO 0500, 14 DECEMBER 1944.

0500 LT. MIRENDA ON DUTY.
0730 LT. PIERCE ON DUTY.
1230 LT. BROOKS ON DUTY.
1245 LINE TO WHITE SECTOR SO WEAK UNABLE PASS PLOTS EITHER WAY. THIS DIRECT LINE HAS NOT BEEN DEPENDABLE TO DATE.
1730 LT. MIRENDA ON DUTY.
2300 LT. BROOKS ON DUTY.
2311 H-191, 1 A/C 20000' IN NE-2015 GOING NORTHEAST. INSUFFICIENT PLOTS FOR SPEED CHECK.
2314 H-191 FADED. ALL PLOTS FROM 338 WING.
0431/14 X-192, 1 A/C AT ONE MINUS GOING NORTH IN NJ-1025.
0434 X-192 CHANGED TO H-192 IN NJ-3715.
0446 H-192 FADED IN ND-1555 GOING N.W. NONE OF OUR STATIONS REPORTED THIS TRACK WHEN GIVEN PINPOINTS. ALL PLOTS FROM 892 (CORSICA) THROUGH 338 WING.
NO FURTHER ENTRIES BEFORE 0500.

S3/688

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
13 DECEMBER 1944.

M.L.O. LOG FOR 0500, 12 DECEMBER TO 0500, 13 DECEMBER '44.

0500 LT. PIERCE ON DUTY.
0730 LT. RAY ON DUTY.
0821 X-802 1 A/C AT ANGELS 10 FLYING SE IN OF 4741.
0822 X-802 NOW FLYING E, 5 A/C.
0826 X-802 CHANGED TO P-802 AT OG4809.RK
0922 X-951 1 A/C ANGELS 15 IN OB 1515 FLYING SE.
0933 X 951 REMOVED.
1230 LT. MIRENDA ON DUTY.
1600 PISA AIRDROME SHUT DOWN FROM 1600 HOURS THIS DATE TO
1200 HOURS 13 DECEMBER '44.
1730 LT. PIERCE ON DUTY.
2300 LT. MIRENDA ON DUTY.
NO FURTHER REMARKS BEFORE 0500.

S3/682

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
12 DECEMBER 1944.

M.L.O. LOG FOR 0500, 11 DECEMBER TO 0500, 12 DECEMBER 1944.

0500 LT. RAY ON DUTY.

0730 LT. BROOKS ON DUTY.

1230 LT. PIERCE ON DUTY.

1730 LT. RAY ON DUTY.

2300 LT. PIERCE ON DUTY.

NO FURTHER ENTRIES BEFORE 12/0500.

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
11 DECEMBER 1944.

M.L.O. LOG FOR 0500, 10 DECEMBER TO 0500, 11 DECEMBER 1944.

0500 LT. BROOKS ON DUTY.
0730 LT. MIRENDA ON DUTY.
0915 "DRIFTWOOD WHITE" 4 OF 86TH FIGHTER GROUP BAILED OUT 25 MILES SOUTHWEST OF BRESCHA (LAKE GARDA REGION). PASSED TO 86 GROUP AFTER RECEIPT FROM WHITE SECTOR.
1120 JET-PROPELLED HOSTILE AIRCRAFT ALLEGED SIGHTED THIS MORNING BY ALLIED FIGHTERS OVER CREMONA AT 25,000' AND OVER BOLOGNA AT 20,000'. (MESG. FROM 62 WING VIA CONTROLLER).
1125 HOSTILE ACTIVITY APPARENT IN LAKE GARDA ALL MORNING. P-47 OF 57TH FIGHTER GROUP JUMPED BY ME-109 AND ITALIAN AIRCRAFT. (PASSED FROM WHITE SECTOR).
1150 X-904 APPEARED 25 MILES NORTHEAST OF PISA HEADING TOWARDS THIS AIRDROME. TRACK STOOGED IN 5 MILE RADIUS OF THIS POINT. TRACK APPEARED TO BE ORBITING TO GAIN HEIGHT AS READING JUMPED FROM 11,000 TO 20,000 FT. IN 10 MINUTES. HOSTILE IDENT GIVEN AT 1205 HOURS AS TRACK TURNED SOUTHWEST AT 23,000'. FADED AT OBOE ABLE 0542 AT 1209 HOURS.
1211 CONTROLLER OF WHITE SECTOR GAVE INFORMATION OF "HOSTILE 904 POSITION NOW (AT 1210A) IN OBOE ABLE 0827 HEADING SOUTHWEST". VAPOR TRAIL SIGHTED.
1212 CONVERSATION HEARD ON CHARLIE CHANNEL, "THEY'RE ME-109'S, LET'S GET 'EM". (DOUBT THAT THIS TIES IN WITH HOSTILE 904 BUT FURTHER EVIDENCES HOSTILE ACTIVITY IN THIS AREA.)
1220 HOSTILE 904 TRACK RESUMED, NOW STOOGING AT 25,000' IN AREA 35 MILES NORTHEAST OF PISA.
1230 LT. RAY ON DUTY.
1231 H-904 CONTINUED TO STOOGE IN VICINITY OF OA-0454.
1248 H-904 REMOVED FROM BOARD.
1307 X-841, 1 A/C NO ANGELS, APPEARED FLYING SOUTH IN OA-0615.
1316 X-841 CHANGED TO H-841 ANGELS 23 PLUS. CUT S.W. TO FLY OVER PISA AND LEGHORN. VISUAL ON TWIN-ENGINED PLANE & VAPOR TRAILS FROM OPS ROOM. ENEMY A/C CONTINUED 10 MI. OUT TO SEA FROM LEGHORN AND TURNED NORTH.
1332 H-841 FADED FLYING N.W. IN OA-2533. NOTE: AT 1325A SIGNAL REC'D FROM 62 F.W. INFORMING US THAT 3 ENEMY RECCE A/C COULD BE EXPECTED THIS AFTERNOON. AS IS USUAL WITH THESE SIGNALS, THE TIME IN TRANSIT RENDERS THEIR VALUE USELESS. CANNOT THIS INFORMATION BE PHONED IN FROM WING.
1340 X-925, 1 A/C APPEARED IN OA-1538 FLYING S.E.
1358 X-925 FADED 10 MI. N.W. OF FLORENCE.
1603 X-875 1 A/C APPEARED IN OB-0503 ORBITING.
1619 X-875 CHANGED TO Q-875 & REMOVED FROM BOARD.
1705 HOSTILE ACTIVITY NORTH OF FLORENCE BETWEEN 1705A AND 1730. X-904, H-905, H-906, X-956, H-957 & H-908. NONE OF OUR STATIONS PLOTTING.
1730 LT. BROOKS ON DUTY.

S E C R E T

S3/667

M.L.O. LOG, 10/11 DEC., CONT'D.

1735 H-958 STOOGING IN OB-1808, 1 A/C NO SHOW.
1742 H-958 FADED GOING NORTH IN OB-2809.
2053 HOSTILE AND X-RAY ACTIVITY FAIRLY INTENSE IN AREA NORTH AND NORTH-WEST OF FLORENCE. ALL, 1 A/C, LOW ANGELS, NO SHOW AND APPEARING FROM ONE TO FOUR PLOTS. TRACKS IDENTIFIED BY WHITE AS: H-958 (1735A); H-914 (1817A); X-917 (1855A); X-922 (1930A) - IDENTIFIED AS FRIED-SPRAT 19; X-927 (2005A); X-968 (2032A).
2330 LT. RAY ON DUTY.
NO FURTHER ENTRIES BEFORE 11/0500.

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S3/667

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S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, U.S. ARMY,
10 DECEMBER 1944.

M.L.O. LOG FOR 0500, 9 DECEMBER TO 0500, 10 DECEMBER 1944.

0500 LT. MIRENDA ON DUTY.
0730 LT. PIERCE ON DUTY.
1000 AT 0910 HRS. RECCO-126 1 A/C AT 8000' 15 MILES SOUTHEAST OF GORGONA CHANGED TO X-RAID. 8 MILES WEST OF ROSIGNANO OFF COAST X-TRACK SWUNG EAST--PASSED OVER ROSIGNANO. 2 P-47 "MIDWOOD RED" SCRAMBLED FROM PISA. X-TRACK CONTINUED EAST INTO WHITE SECTOR--TURNED WEST, PASSING THROUGH BLUE SECTOR. WHITE SECTOR FIXED "BULLSEYE 6" AND IN SAME POSITION AS X-TRACK. IDENT CHANGED TO RECCO. RECCO-126 CONTINUED ON NW FLIGHT FADING IN GENOA AREA. MUCH CONFUSION IN FIXES. "BULLSEYE 6" AND X-RAID WERE NOT ONE AND SAME TRACK. BEFORE X-RAID SWUNG WEST OVER FLORENCE "BULLSEYE" 6 FIXED IN ANCONA AREA. QUITE OBVIOUS "BULLSEYE 6" SHOULD HAVE BEEN A NEW TRACK AND NOT CONTINUATION OF X-126.
1230 LT. BROOKS ON DUTY.
1303 57TH BOMB WG CANCELLED ALL MISSIONS FOR NINE DECEMBER EXCEPT FOR TWELVE (12) A/C OF THREE TWO ONE (321) GP ON NICKELING MISSION OVER BATTLE AREA. NO TOT FOR NICKELING MISSION GIVEN.
1320 HEAVY AA FIRING (180 DEG OFFSHOOT WITH FRONTDOOR 40), LEGHORN AREA, FIRING OUT TO SEA AT APPROX 8000 FEET. TIME 1430 TO 1600.
1730 LT. MIRENDA ON DUTY.
2300 LT. BROOKS ON DUTY.
0020 H-994 IN OA-1319, 1 A/C GOING SE NO ANGELS PASSED FROM WHITE SECTOR.
0028 H-994 MADE X-994 BY US. TRACK FOLLOWING PRESCRIBED ROUTE BAKER FOR 334 WG AND 338 WG CLAIMS THEY CARRIED BOMBER TRACK OVER SAME ROUTE EARLIER IN EVENING.
0031 X-994 MADE B-994 AS FOUR (4) OF OUR STATIONS AND THREE (3) BELONGING TO 338 WING NOW GETTING CODE 1 ON TRACK. SCRAMBLE CANCELLED BY FLARE FROM TOWER BEFORE TAKE-OFF.
0410 TRACK 175 (1 A/C ANGELS 1, CODE 1) IN OF-0405 MADE PAL BY 338 WG. THIS TRACK NOT ON OUR BOARD AT THIS POINT.
0424 PAL 175 CHANGED TO FIGHTER 174 BY 338 WG. SHOWING CODE VI. NOW IN OG-2303.
0437 F-174 FADED IN OX-0041. THIS TRACK BEGAN TO BE REGARDED WITH SUSPICION IN OF-2755 (TIME 0430) WHEN IT TURNED BACK INTO OUR AREA. 338 WG. CALLED ABOUT SAME TIME AND THEY, TOO, WERE BEGINNING TO HAVE DOUBTS. COMMUNICATIONS ESTABLISHED FACT THAT 287 WG., WHITE SECTOR, 338 WG. & BLUE SECTOR DID NOT HAVE ANY A/C AIRBORNE AT THIS TIME. F-174 NOW SO FAR FORWARD THAT IT WOULD HAVE BEEN IMPOSSIBLE TO INTERCEPT. FADED AS F-174.

S3/660

S E C R E T

MLO LOG FOR 9, 10 DECEMBER 1944 (CONT'D).

0437 (CONT'D)...THE TRACK SHOWED CODE VI WHILE OVER LAND IN OUR AREA AND WAS SHOWING CODE I OVER WATER WHEN FIRST PICKED UP BY 338 WING. THERE IS POSSIBILITY THAT THIS A/C WAS FROM 340TH WG BUT COMMUNICATIONS DID/DO NOT PERMIT CHECK-UP. AS A MATTER OF RECORD ALL PLOTS APPEARING ON OUR BOARD AND THE TIME INVOLVED, ARE AS FOLLOWS: 0422N--0G1708; 0424 NW--0G2303; 0430NW--0F2755; 0431NW--0F4352; 0432NW--0F4750; 0433NW--0F5149; 0434NW--0F5347; 0435 NW--0F5545; 0436 NW 0F5343; 0437--NW --0A0041. SEVERAL EARLIER PLOTS NOT SHOWN BECAUSE THEY DO NOT APPEAR ON OUR FILTER BOARD. THESE CAN BE OBTAINED FROM 338 WG AS TRACK NUMBER INDICATES.

S3/660

S E C R E T

FILE

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
9 DECEMBER 1944.

M.L.O. LOG FOR 0500, 8 DECEMBER TO 0500, 9 DECEMBER 1944.

0500 LT. PIERCE ON DUTY.
0730 LT. RAY ON DUTY.
1230 LT. MIRENDA ON DUTY.
1255 X-903, 10 PLUS AIRCRAFT 15 MILES NORTH OF FLORENCE BELIEVED SPURIOUS ECHOES: REMOVED AT 1305 HOURS.
1332 X-803 PICKED UP 10 MILES SOUTH OF GENOA MOVED ALONG RANGE LINE OF #2116 STATION, TO NORTHEAST. REGARDED AS QUESTIONABLE TRACK, MADE Q-803 AT 1339A, AND REMOVED.
1620 AACS FACILITIES AT AJACCIO CLOSED AS OF 2359A HOURS, 7 DECEMBER '44.
1730 LT. PIERCE ON DUTY.
2300 LT. MIRENDA ON DUTY.
NO FURTHER ENTRIES BEFORE 09/0500.

S3/652

S E C R E T

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FILE

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
8 DECEMBER 1944.

M.L.O. LOG FOR 0500, 7 DECEMBER TO 0500, 8 DECEMBER '44.

0500 LT. RAY ON DUTY.
0730 LT. BROOKS ON DUTY.
1230 LT. PIERCE ON DUTY.
1730 LT. RAY ON DUTY.
2300 LT. PIERCE ON DUTY.
NO FURTHER ENTRIES BEFORE 0500.

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S E C R E T

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HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
7 DECEMBER 1944.

M.L.O. LOG FOR 0500, 6 DECEMBER TO 0500, 7 DECEMBER 1944.

0500 LT. BROOKS ON DUTY.
0730 LT. MIRENDA ON DUTY.
0932 SENT SIGNAL TO (RADIO PBQG) RERETOLA, FLORENCE IN RESPONSE THEIR TOO 052125A CONCERNING CRASH LANDING OF BAKER TWO FIVE NUMBER 045. GAVE NAMES AND RANK OF CREW AND PASSENGERS INVOLVED (SEE MOV #1). (ATTEMPT MADE TO COLLECT THIS DATA IMMEDIATELY UPON RECEIPT OF SIGNAL AT 2200A/5, BUT BASE OPERATIONS CLOSED DURING HOURS OF DARKNESS.
1230 LT. RAY ON DUTY.
1528 X-920, 1 A/C NO ANGELS IN 0B-0419 FLYING EAST.
1531 X-920 CHANGED TO Q-920. NO FURTHER PLOTS.
1545 47TH BOMB GP STOOD DOWN FOR TONIGHT DUE TO WEATHER.
1710 414TH & 416TH PROGRAM STOOD DOWN FOR TONIGHT.
1730 LT. BROOKS ON DUTY.
2300 LT. RAY ON DUTY.
NO FURTHER ENTRIES BEFORE 07/0500.

S3/634

S E C R E T

0318

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S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
6 DECEMBER 1944.

M.L.O. LOG FOR 0500, 5 DECEMBER TO 0500, 6 DECEMBER '44.

0500 LT. PIERCE ON DUTY.
0730 LT. MIRENDA ON DUTY.
1230 LT. BROOKS ON DUTY.
1730 LT. MIRENDA ON DUTY.
1935 X910, 1 AIRCRAFT APPEARED 080913 HEADING WEST. STOOGED IN IMMEDIATE AREA NORTH OF FLORENCE. ALTITUDE NOW CALCULATED AT 21,000.
1937 TRACK X919 PICKED UP SAME VICINITY AT 1937 HOURS. STOOGED TO TEN MILES NORTH OF FLORENCE AT 15,000. REMOVED AT 1947A.
1959 FILTER OFFICER WHITE SECTOR REGARDING BOTH TRACKS AS BEING Q-QUESTIONABLE AND REMOVED AT 1958.
2300 LT. BROOKS ON DUTY.
NO FURTHER REMARKS BEFORE 0500.

S3/624

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
5 DECEMBER 1944.

M.L.O. LOG FOR 0500, 4 DECEMBER TO 0500, 5 DECEMBER 1944.

0500 LT. PIERCE ON DUTY.

0730 LT. RAY ON DUTY.

1230 LT. MIRENDA ON DUTY.

1730 LT. PIERCE ON DUTY.

NO FURTHER ENTRIES BEFORE 05/0500.

S3/614

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HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
4 DECEMBER 1944.

W. L. O. LOG FOR 0500, 3 DECEMBER TO 0500, 4 DECEMBER '44.

0500 LT. RAY ON DUTY.
0730 LT. BROOKS ON DUTY.
1230 LT. PIERCE ON DUTY.
1730 LT. RAY ON DUTY.
1809 H-155 1 A/C NO ANGELS APPEARED AT N13044 AND CONTINUED SOUTH & SOUTHWEST OFF THE BOARD.
2300 LT. PIERCE ON DUTY.
0340 X953 1 A/C NO ANGELS OR SPEED--GOING SW IN CA1955.
0345 X953 FADED.
0350 X954 1 A/C NO SPEED OR ANGELS GOING WEST IN CB 1342.
NO FURTHER PLOTS.
NO FURTHER REMARKS BEFORE 0500.

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S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
3 DECEMBER 1944.

M.L.O. LOG FOR 0500, 2 DECEMBER TO 0500, 3 DECEMBER 1944.

0500 LT. BROOKS ON DUTY.
0730 LT. MIRENDA ON DUTY.
1215 350 FIGHTER GBOUP MOVING ENTIRE ORGANIZATION TO PISA ON MONDAY, 4 DECEMBER, BY SHUTTLING C-47'S. NOTIFIED BASE OPS AND 346 SQ. OPERATIONS. CALLSIGN AND AIRCRAFT NUMBERS NOT IMMEDIATELY AVAILABLE.
1230 LT. RAY ON DUTY.
1544 B-821, 3 PLUS A/C FLYING SOUTH IN NE-1238 CHANGED TO X-821. GROUND SPEED IN EXCESS OF 400 MPH.
1546 X-821 CHANGED TO B-821, SHOWING.
1732 X-832, 1 A/C NO SHOW NO ANGELS APPEARED OA-5342. CONTINUED SOUTH. FADED 5 - 10 MI. NORTH OF PONTEDERA.
1745 LT. BROOKS ON DUTY.
2044 X-976 PASSED FROM WHITE SEC. IN OA-1435, 1 A/C NOT SHOWING.
2053 X-976 ORBITING OA-1010 FROM WHITE.
2057 X-976 FADED OA-1010 AND REMOVED. THOUGHT HERE THAT X-976 WAS MUFFIT 59 BUT FADED BEFORE FIX COULD BE DETERMINED.
2300 LT. RAY ON DUTY.
0135/03 X-916, 3 PLUS A/C FLYING SOUTH IN OB-0812.
0137 X-916 TURNED NORTH AND CHANGED TO H-916.
0153 H-916, 3 PLUS A/C NOW AT ANGELS 6 TURNED SOUTH AT OA-3045 AND CHANGED TO X-916.
0203 X-916 REMOVED FROM BOARD.
NO FURTHER ENTRRIES BEFORE 0500.

S3/592

S E C R E T

0322

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

APO 650, U.S. ARMY
2 DECEMBER 1944

M. L. O. LOG FROM 0500 1 DECEMBER TO 0500 2 DECEMBER 1944

0500 LT. MIRENDA ON DUTY.
0730 LT. PIERCE ON DUTY.
0915 BASE OPS LAND LINE SERVICEABLE.
0925 AT 0910 HOURS X 933, ONE A/C AT 25,000 PROCEEDING SOUTH 25 MILES NORTH OF FLORENCE, PASSED VIA INTER FILTER FROM WHITE SECTOR. TRACK CONTINUED SOUTH OVER FLORENCE - FADED IN THAT AREA. AT SAME TIME 330 WING PICKED UP BOMBER TRACK (MARK III CODE I) VERY PROBABLY X TRACK AND BOMBER WERE ONE AND SAME.
1230 LT. MIRENDA ON DUTY.
1450 RECEIVED "OPERATIONS WHAM" (OPS ORD #6) 22 T.A.C. DATE OF EXECUTION TO BE LATER ANNOUNCED.
1730 LT. BROOKS ON DUTY.
2050 TRACK 899 CAME SOUTH WEST OUT OF LASPEZIA (NE 0553) CONTINUED ONE MORE PLOT AND THEN TURNED INTO THE TRACK OF A A BOMBER GOING NORTH EAST IN NE 0251.
2055 TRACK 899 MADE X 899 AT NJ 5050, ONE A/C NOT SHOWING.
2100 X 899 REMOVED, 330 FINALLY CALLED THIS RAID PKS ON BASIS OF A - 20 ACTIVITY THIS AREA BUT WE DID NOT CHANGE OVER OUR IDENTITY BECAUSE NORMALLY, THE COL STATION CARRYING THIS RAID DOES NOT FADE AIRCRAFT IN AREA IN WHICH THIS RAID FADED AND A - 20'S HAVE BEEN VERY COOPERATIVE OF LATE IN USING IFF AS DIRECTED.
2300 LT. BROOKS ON DUTY.
NO FURTHER ENTRIES BEFORE 02/0500/

83/585

0323

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
1 DECEMBER 1944.

M.L.O. LOG FOR 0500, 30 NOVEMBER TO 0500, 1 DECEMBER, 1944.

0500 LT. PIERCE ON DUTY.
0730 LT. RAY ON DUTY.
1230 LT. MIRENDA ON DUTY.
1710 X-819 APPEARED AT OBOE BAKER 0307 HEADING WEST AT 22,000 FEET.
1719 X-819 CHANGED TO Q-819; REMOVED FROM BOARD.
1730 LT. PIERCE ON DUTY.
1730 338, 416, 346, BASE OPS' AND WHITE SECTOR LANDLINES UNSERVICEABLE.
1930 416 L/L O.K.
1930 414 & 346 LANDLINES O.K.
2100 338 LANDLINE O.K.
2300 LT. MIRENDA ON DUTY.
NO FURTHER REMARKS BEFORE 0500.

S3/577

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
30 NOVEMBER 1944.

M.L.O. LOG FOR 0500, 29 NOVEMBER TO 0500, 30 NOVEMBER '44.

0500 LT. RAY ON DUTY.
0730 LT. BROOKS ON DUTY.
1230 LT. PIERCE ON DUTY.
1300 LINE TO 346TH FIGHTER GROUP NOW OPERATIONAL.
1730 LT. RAY ON DUTY.
1755 H944 1 A/C, NO ANGELS FLYING SOUTH 030515.
1759 H944 CHANGED TO Q944.
1805 FO FURTHER PLOTS FROM WHITE SECTOR Q944 REMOVED.
1810 47TH BOMB GP. NIGHT PROGRAM CANCELLED--WEATHER.
2300 LT. PIERCE ON DUTY.
2305 WHITE - BLUE SECTOR L/L UNSERVICEABLE.
2330 GINNY 35 BEAU FROM 414TH, PONTEDERO, FAILED TO RETURN TO BASE FROM INTRUDER MISSION.

NO FURTHER REMARKS BEFORE 0500.

S3/570 S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
29 NOVEMBER 1944.

M.L.O. LOG FOR 0500, 28 NOVEMBER TO 0500, 29 NOVEMBER 1944.

0500 LT. BROOKS ON DUTY.
0730 LT. MIRENDA ON DUTY.
0930 ACK ACK TRACKING MISSION NOW COMMENCING TO RUN UNTIL 1130 HOURS. ONE A-20 ON COURSE B - FIGURE "8" - LEGHORN - PISTOIA - EMPOLI - LEGHORN S.W. TO SEA 10 MILES AND RETURN. 8000' ALTITUDE.
0940 FROM 1000 HOURS TO 1200, ACK ACK TRACKING MISSION, BEAUFIGHTER, FRONT-DOOR 40, ON LARGE CIRCULAR COURSE AROUND LEGHORN COMMENCING AT 6000'.
0942 ENTRY 0930 CANCELLED.
1230 LT. RAY ON DUTY.
1250 WHITE SECTOR LINE U.S.
1707 X-17, 3 A/C AT 17,000' FLYING S.E., OB-2647. PROCEEDED OFF OUR BOARD.
1730 LT. BROOKS ON DUTY.
1753 X-970 FROM WHITE SEC IN OA-0312 CARRIED TWO PLOTS AND FADED.
1807 X-970 FADED OA-1717. POSSIBILITY THERE WERE TWO TRACKS THIS VICINITY BOTH X-RAYS (970 & 971) BUT IF SO THEN ONLY ONE PLOT ON EACH RAID. NONE OF OUR STATIONS PICKED UP ANYTHING IN THESE POSITIONS.
2125 BERGAMO BASED RECCE ACTIVE 1910A. FROM 62 WING CITE MGABI 705928 NOV.
2300 LT. RAY ON DUTY.
0026/29 X-910, 1 A/C FLYING S.E., OG-2814. CHANGED TO P-910 ON NEXT PLOT.
0244 X-151, 1 A/C 4000' MINUS FLYING N.W. IN NI-2134.
0307 X-151 FADED TO THE NORTH.
0309 X-151 REAPPEARED IN NE-1508, MADE H-151, 1 A/C GOING NORTH.
0318 H-151 FADED NE-2006/ ALL PLOTS 338 WG.
0320 X-154 APPEARED IN NI-3156.
0325 X-154 CHANGED TO H-154 IN NI-3159. 1 A/C GOING N.E., SPEED 190 AT 4 MINUS.
0403 H-154 FADED, NJ-5101, SPEED 190 AT 3 MINUS. ALL PLOTS 338 WG.
NO FURTHER ENTRIES BEFORE 0500.

THIS PAGE IS DECLASSIFIED IAW EO 13526

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
28 NOVEMBER 1944.

M.L.O. LOG FOR 0500, 27 NOVEMBER TO 0500, 28 NOVEMBER 1944.

0500 LT. MIRENDA ON DUTY.

0730 LT. PIERCE ON DUTY.

1035 X-RAID 003, 3 PLUS A/C CHANGED TO F-FIGHTER 20 MILES N.W. OF LA SPEZIA AFTER R/T CONTACT -- "MINEFIELD GOLD" - 2 P-47 ON WEATHER RECCO.

1230 LT. BROOKS ON DUTY.

1830 LT. MIRENDA ON DUTY.

2300 LT. BROOKS ON DUTY.

0443/28 X-917 APPEARED OB-1514 (TIME 0434) CANCELLED AND CHANGED TO FIGHTER 916. ALL INFO FROM WHITE SECTOR.

NO FURTHER ENTRIES BEFORE 0500.

S3/544

S E C R E T

SECRET

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
27 NOVEMBER 1944.

M.L.O. LOG FOR 0500, 26 NOVEMBER TO 0500, 27 NOVEMBER 1944.

0500 LT. PIERCE ON DUTY.
0730 LT. PIERCE ON DUTY.
1245 LT. BROOKS ON DUTY.
1255 ALL MISSIONS FOR TWO SIX CANCELLED OUT BY 57TH BOMB WG DUE WEATHER TARGET AREA.
1350 47TH BOMB GP NON-OPERATIONAL DAY AND NIGHT OF TWO SIX NOVEMBER: MESSAGE FROM 338 WG.
1451 FILED MESSAGE TO 323 WG. REQUESTING CHECK ON DELAY IN TRANSIT OF SIGNALS FROM THEM REGARDING INFORMATION CONCERNING MOVEMENT OF HIGH FLYING A/C. TOO MANY SUCH SIGNALS ARE ARRIVING THIS SECTOR TOO LATE FOR IDENTIFICATION PURPOSES.
1730 LT. RAY ON DUTY.
2300 LT. MIRENDA ON DUTY.
NO FURTHER ENTRIES BEFORE 27/0500.

S3/539

SECRET

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
26 NOVEMBER 1944.

M. L. O. LOG FOR 0500, 25 NOVEMBER TO 0500, 26 NOVEMBER '44.

0500 LT. RAY ON DUTY.*
0730 LT. BROOKS ON DUTY.
1230 LT. PIERCE ON DUTY.
1730 LT. RAY ON DUTY.
1745 414TH & 416TH STOOD DOWN DUE TO WEATHER. 47TH BOMB STANDING BY UNTIL 2100.
1820 47TH BOMB GROUP PROGRAM CANCELLED FOR TONIGHT.
1832 H573 FROM NET APPEARED AT N15159, 1 A/C, NO ANGELS FLYING SE.
1841 H573 AT NJ5502 CHANGED TO Q573.
1857 Q573 FADED. ONLY 2 PLOTS RECEIVED.
2125 SIGNAL FROM 62ND FI WING: "NO OPERATIONS YOUR AREA BY 334 WING TOMORROW" (26 NOVEMBER)
2300 LT. PIERCE ON DUTY.
NO FURTHER REMARKS BEFORE 0500.

S E C R E T

S3/525

S E C R E T

FILE

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
25 NOVEMBER 1944.

M.L.O. LOG FOR 0500, 24 NOVEMBER TO 0500, 25 NOVEMBER 1944.

0500 LT. BROOKS ON DUTY.
0732 X-992 IN OG-5935 (FROM WHITE SECTOR) ABOUT 20 MILES N.W. OF FLORENCE GOING S.W.
0738 X-991 "STOOGING" AREA OG-5436 AND TRACK CHANGED TO Q FOR QUEENIE.
0742 Q-991 FADED IN OG-5238.
0730 LT. MIRENDA ON DUTY.
0945 UNATTACHED BALLOON DRIFTING AT 1000' BETWEEN CORSICA AND NAPLES, ITALY, AT 1027Z 23 NOVEMBER ON 120 DEG. MAGNETIC, WIND AT 300 DEG. THIS REPORTED FROM BASE OPS, PISA, BY PILOT MAKING OBSERVATION. PASSED TO WAR ROOM CONTROLLER.
1020 PRACTICE LIGHT ACK ACK BARRAGE PISA AIRDROME TWO ZERO ZERO ZERO HOURS TO TWO TWO ZERO ZERO HOURS, MONDAY 27, 1944. (LIKE SIGNAL MV #2 - TOO 241020A TO ALL FLYING UNITS).
1120 ABOVE PASSED VIA 338 WING TO 47 BOMB GROUP, ROSIGNANO.
1225 LT. RAY ON DUTY.
1226 X-927 FROM WHITE SECTOR APPEARED AT OG-5214, 1 A/C AT 18,000 FLYING SOUTH.
1228 X-927 TURNED N.E. AND CHANGED TO Q-127 BY WHITE SECTOR.
1243 Q-127 REMOVED FROM BOARD IN OB-0020.
1400 1 A/C AT 26,000 PLUS APPEARED IN OF-5822. MADE X-809.
1402 REQUESTED CONTROLLER TO CALL BULLSEYE 2; IDENTIFIED HIMSELF AS X-809, MAINTAINING ANGELS TO STAY ABOVE OVERCAST. MADE R-809.
1529 X-954 FROM WHITE SECTOR APPEARED IN OB-0929, 1 A/C FLYING SOUTH. NO FURTHER PLOTS.
1552 X-955 FROM WHITE APPEARED IN OB-0911, 1 A/C, 4000' FLYING WEST. NO FURTHER PLOTS.
1606 X-956 FROM WHITE APPEARED OB-2129, 1 A/C FLYING S.E. NO FURTHER PLOTS
1607 X-957 CHANGED TO Q-956.
1612 X-958 APPEARED OB-2535, 1 A/C NO ANGELS, FLYING SOUTH.
1630 47TH BOMB CANCELLED NIGHT PROGRAM EXCEPT FOR 3 LOCAL FLIGHTS. 414TH NIGHT SCHEDULE CANCELLED.
1641 X-960 APPEARED, OG-5419, 1 A/C NO ANGELS, FLYING EAST.
1645 X-960 CHANGED TO Q-960.
1720 416TH STOOD DOWN DUE TO WEATHER.
1938 ILLUMINATION EXERCISE "FIREFLY" (SEE LOG ENTRY 23/11/44, 1956 HRS.,) CANCELLED FOR TONIGHT DUE TO WEATHER. AUTH: 338 WING, CITE 338 SAC 18.
1730 LT. BROOKS ON DUTY.
2300 LT. RAY ON DUTY.
NO FURTHER ENTRIES BEFORE 25/0500.

S3/515

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
24 NOVEMBER 1944.

M. L. O. LOG FOR 0500, 23 NOVEMBER TO 0500, 24 NOVEMBER, 1944.

0500 LT. MIRENDA ON DUTY.

0730 LT. PIERCE ON DUTY.

0930 X-RAID 965 PASSED FROM WHITE SECTOR. 1 A/C 15 MILES NORTH OF FLORENCE COMING SOUTHEAST. ANGELS 10--SPEED 300. TRACK CONT'D SOUTHEAST. IDENT CHANGED TO P-PAL 50 MILES SOUTH OF FLORENCE AFTER MARK 3, CODE 1 PICKED UP.

1245 LT. BROOKS ON DUTY.

1415 GUNNERY PRACTICE UNDER CONTROL OF 5TH ARMY IN AREA BETWEEN VADA, ROSIGNANO, SALVI. DURING DAYLIGHT HOURS 24 NOV '44. RADIO CONTROLLED A/C FLYING AT 1000' WITH WING (12 FT.SPAN) PAINTED YELLOW AND FUSALAGE PAINTED RED. FIRING 50 CAL MG TOWARDS THE SEA WITH DANGER AREA OF 3000 YDS. A/C UNDER CONTROL OF 5TH ARMY AT RANGE. REC'D FROM 338 WG; PASSED TO 62ND WING, WHITE SECTOR, 414 NF SQ & 416 N.F. SQ & BASE OPS.

1613 MESSAGE FRM 62 WG. ITALY BASED RECCE ME 410 PROBABLY ACTIVE THIS AFTERNOON.

1745 DURING PERIOD OF 1655--1740 HOURS X-RAID AND HOSTILE ACTIVITY IN AREA OF RIMINI--ROLOGNA HIGHWAY. TRACKS NUMBERED X-166, ONE PLUS AIRCRAFT, H-167, TWO PLUS, H-168, ONE PLUS AIRCRAFT, H-170, TWO PLUS, AT VARYING HEIGHTS BETWEEN 6-12,000 FEET, MOVING SOUTHEAST, IN OBOE-CHARLIE AND BAKER AREAS. H-981, ONE AIRCRAFT ALSO APPEARED IN THIS AREA. ACTIVITY MOVED TO OBOE-HOME AREA, "STOOGED" A BRIEF PERIOD, THEN MOVED NORTHWEST. LAST SEMBLANCE OF RAID FADED OUT AT 1740A. (TRACK NUMBERS INDICATE 338 WING--LEGHORN IDENTIFICATIONS, BUT ASSUMED TO BE IN ERROR FOR 0-99, ANCORA SERIES).

1745 LT. MIRENDA ON DUTY.

1823 HOSTILE 982, 1 A/C AT 8,000 FEET STOOGED IN AREA NORTHEAST FLORENCE, 20 MILES RADIUS FROM CITY, FADED AND REMOVED FROM BOARD AT 1858A.

1956 ILLUMINATION EXERCISE "FIREFLY".--AIRCRAFT OF ROYAL AIR FORCE AND MOTOR TORPEDO BOATS OF ROYAL NAVY COOPERATING OFF BASTIA TO CAP CORSE BETWEEN HOURS OF 2359 AND DAWN DAILY, FROM NIGHT 24/25 NOVEMBER TO 27/28 NOVEMBER. PARACHUTE FLARES WILL BE DROPPED BY VENTURA AIRCRAFT SHOWING NAVIGATION LIGHTS. (ALL ADDRESSESS WILL BE INFORMED OF CHANGE OF PLAN OR CANCELLATION). AIRCRAFT WILL FLY FROM ROSIGNANO TO BASTIA DIRECT. (FROM 62 WING--PARAPHRASE FROM 338 WING).

2247 X-RAIDS 984 AND 985 APPEARED NORTH OF FLORENCE, HEADING SOUTH. "FIDGET 34" SCRAMBLED FROM ROSIGNANO AT 2250 HRS. BOTH TRACKS DECLARED "HOSTILE" AT 2256 HOURS. HOSTILE 985 NOW SHOWING 12,000 FEET READING, 5 MILES N.E. OF

SECRET

MLO LOG FOR 23, 24 NOVEMBER 1944 (CONT'D).

2247..(CONT'D) ...FLORENCE, 984 PROCEEDING SOUTH, 20 MILES EAST OF FLORENCE.

2303 HOSTILE 584 STOOGING IN AREA 50 MILES NORTHWEST CALVI, CORSICA. TRACK PASSED FROM 340 WING, MARSAILLES, VIA INTER-FILTER NET.

2304 LT. BROOKS ON DUTY.

2305 H-584 FADED AND REMOVED.

2310 H-985 TURNED NE 25 MILES N OF FLORENCE, FADED IN OG 5337 AT 13 REMOVED 2325.

2325 H-984 FADED OG4359 GOING SE (AT 2313) AND REMOVED.

2345 X-987 FIRST APPEARED 15 MILES NO. OF FLORENCE GOING SE (1 A/C AT 17000') INTER-FILTER FROM WHITE SECTOR).

2357 X-987 CHANGED TO H-987 GOING EAST 23 MILES DUE EAST OF FLORENCE, ANGELS 20,000'.

0029 H-987 CHANGED TO PAL (WHITE SEC IDENT'Y). FADED IN OB 0751 AND REMOVED.

NO FURTHER REMARKS BEFORE 0500.

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
23 NOVEMBER 1944.

M.L.O. LOG FOR 0500, 22 NOVEMBER TO 0500, 23 NOVEMBER, 1944.

0500 LT. PIERCE ON DUTY.
0730 LT. RAY ON DUTY.
1200 CALIBRATION FLIGHT FOR U.S. 2116, 22 NOV AT 1300 HRS., 1 B-25.
1230 LT. MIRENDA ON DUTY.
1245 SUBMITTED MEMORANDUM TO S-3 FOR OUTGOING LETTER TO HQ. 3RD PHOTO--RECCO GROUP RE: IFF CARRIED IN PRU AIRCRAFT (FOR OUR INFORMATION AND AT 338 WING'S REQUEST.)
1530 FROM CHIDLAW XXII TAC RPT TAC CITE EASY 274N-"FROM 2400 HOURS 22 NOVEMBER, THE FOLLOWING RULES GOVERNING USE OF I.F.F. IN FORWARD AREAS OVER THE ITALIAN MAINLAND WILL BE IN EFFECT: AIRCRAFT WILL SHOW I.F.F. AT ALL TIMES WHEN FLYING OVER ITALY SOUTH OF (20) MILES NORTH OF THE BOMB LINE. AIRCRAFT ON OUTWARD (NORTH BOUND) COURSES WILL SWITCH OFF I.F.F. (20) MILES NORTH OF THE BOMB LINE. AIRCRAFT ON INWARD (SOUTH BOUND) C URSES WILL SWITCH ON I.F.F. (60) MILES NORTH OF BOMBLINE." END.
1540 MOVEMENTS DATA CONCERNING GORGEOUS OPERATIONS (47TH BOMB GROUP AT TOSIGNANO) WILL BE ROUTED ACCORDINGLY, AS AGREED BY SECTORS CONCERNED:
(1). 47TH BOMB GROUP OPERATIONS WILL INFORM 338 WING MOVEMENTS SECTION. (2) 338 WING MOVEMENTS WILL PASS THIS PROGRAM TO BLUE SECTOR MOVEMENTS SECTION. (3) BLUE SECTOR WILL PASS PROGRAM TO (A) WHITE SECTOR MOVEMENTS SECTION. (B)414 NIGHTFIGHTER SQUADRON (C) 416 NIGHTFIGHTER SQUADRON.
1650 BETWEEN HOURS OF 1400 AND 1600 DAILY TO SATURDAY 25 NOVEMBER INCLUSIVE, HEAVY ACK-ACK FIRING IN LEGHORN AREA SEAWARD.
1659 WHITE SECTOR M.L.O. CALLED TO CHECK WHAT INFORMATION WE COULD GIVE ON SOME OF THEIR PLOTS IN VICINITY OF OF5505. WE HAD NO INFORMATION, SO CHECKED WITH 338 WING FOR CERTAINITY. AIRCRAFT, OPERATING BETWEEN SPEZIA AND SAVONA WHICH THEY CLAIM "DIDN'T SEEM PERTINENT TO OUR AREA AT THE TIME" (AIRCRAFT, OUT OF TARQUINIA, UP FROM 1700 TO 1830) MEANWHILE WHITE SECTOR HAD CALLED TRACK EVOLVING OF PLOTS AFOREMENTIONED "HOSTILE" 817. THIS PROVED TO BE X-RAID 917, ERRONEOUSLY RECEIVED BY W/T PLOTTER AS "HOSTILE". TRACKS MERGED AND FILTERED AS ONE TRACK--K152. THIS CORRECTION PASSED TO WHITE SECTOR.
1715 SPOKE WITH 338 WING MOVEMENTS AND INDICATED HOW OMISSION OF THIS NECESSARY MOVEMENTS DATA EFFECTED NEEDLESS CONFUSION. ACTION BEING TAKEN IMMEDIATELY.
1730 LT. PIERCE ON DUTY.
2107 BOMBER 192 ABOUT 35 MILES OFF ITALIAN COAST COMING SOUTHEAST. 15 MILES NORTHWEST OF GORGONA 338 WING CHANGED IDENT TO X-192, THEN TO P-PAL. TRACK CONT'D IN SOUTHEAST DIRECTION FADING NEAR ROSIGNANO.

S3/497

S E C R E T

0333

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MLO LOG FOR 22, 23 NOVEMBER '44 (CONT'D).

2300 LT. MIRENDA ON DUTY.
NO FURTHER ENTRIES BEFORE 0500.

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F

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
22 NOVEMBER 1944.

M.L.O. LOG FOR 0500, 21 NOVEMBER TO 0500, 22 NOVEMBER, 1944.

0500 LT. RAY ON DUTY.
0730 LT. BROOKS ON DUTY.
0816 X-953 082025 FROM WHITE SECTOR CARRIED THREE PLOTS (TO 081022) AND MADE FRIENDLY.
1230 LT. PIERCE ON DUTY.
1730 LT. RAY ON DUTY.
2300 LT. PIERCE ON DUTY.
0130 X990 PASSED OVER INTER FILTER NET FROM WHITE SECTOR. 1 A/C IN 08-0832 GOING EAST. NO FURTHER POSITIONS. REMOVED.
NO FURTHER REMARKS BEFORE 0500.

S3/491

S E C R E T

0335

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
21 NOVEMBER 1944.

M.L.O. LOG FOR 0500, 20 NOVEMBER TO 0500, 21 NOVEMBER, 1944.

0500 LT. BROOKS ON DUTY.
0730 LT. MIRENDA ON DUTY.
1005 HEAVY ACK ACK FIRING, SIXTEEN (16) ROUNDS OF 3.7, TO TAKE PLACE 0830 TO 0930 HOURS, 22 NOVEMBER, POINT OF-3518, SEAWARDS.
1040 DOUGHBOY AIRCRAFT, 86 GROUP P-47, MISSING FROM FORMATION RETURNING FROM MISSION 30 MILES NORTH OF BATTLE AREA.
1230 LT. RAY ON DUTY.
1243 338 WG. CHANGED IDENT ON P-847 TO X-847, 2 A/C NO SHOW NO ANGELS, FLYING N.W. IN NJ-3019. FADED AT THAT POINT.
1707 414TH & 416TH NITE PROGRAM CANCELLED. WEATHER. 47TH BOMB ALSO.
1730 LT. BROOKS ON DUTY.
2200 LT. RAY ON DUTY.
0030/21 1 A/C, SOUTH IN ND, CALLED HOSTILE 137 BY 338 WING.
0038 H-137 FADED.
NO FURTHER ENTRIES BEFORE 0500.

S E C R E T

S3/468

S E C R E T

4

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HR?/A8A

APO 650, U.S. ARMY,
20 NOVEMBER 1944.

M.L.O. LOG FOR 0500, 19 NOVEMBER TO 0500, 20 NOVEMBER 1944.

0500 LT. MIRENDA ON DUTY.
0641 TRACK X-822, ONE AIRCRAFT AT 24,000' MINUS PICKED UP BY STATION 2120 IN OBOE BAKER 0809 HEADING SOUTHWEST. TRACK MADE "HOSTILE" AT 0645A. AS TRACK TURNED EAST FADED FROM 2120 AT 0651A. PASSED TRACK TO WHITE SECTOR VIA DIRECT LINE. THEY WERE UNABLE TO RECEIVE THROUGH INTER-FILTER NET. TRACK PICKED UP BY WHITE STATION AT 0654A AND AGAIN IN OBOE CHARLIE 1208 AT 0654A, ONE AIRCRAFT AT 20,000' AS "HOSTILE 948". NO SCRAMBLE FROM THIS SECTOR.
0658 "MUFIT 79" ALSO MISSING FROM 47TH BOMB GROUP OPERATIONS. NO INFORMATION FOLLOWED.
0730 LT. PIERCE ON DUTY.
1230 LT. BROOKS ON DUTY.
1410 TRACK PAL - 884 (APPEARED AT 1400 IN OA-0647 GIVEN BY 338 WING AS SHOWING CODE 1) MADE Q-884 AT OF-3835. CLIMBING 7000' (TO 28,000') NOW NOT SHOWING. (1ST THREE PLOTS FROM 338 GAVE CODE 1).
1416 Q-884 MADE X-884 AT OF-3331. STILL HIGH & NOT SHOWING WITH NO IDENT FROM 338 WG OR WHITE SEC.
1419 X-884 FADED IN OE-2051, SAME ANGELS, AND NOT SHOWING. LAST PLOT FROM 2117 AND THIS ONLY PICKED UP BY OUR STATIONS.
1730 LT. MIRENDA ON DUTY.
1730 ESTABLISHED PROCEDURE FOR MOVEMENTS CONCERNING 47 BOMB GROUP, EFFECTIVE IMMEDIATELY, IS: UPON RECEIPT BY THIS SECTION FROM WHITE SECTOR MLO, INFORMATION TO BE PASSED TO 338 WING, 414 AND 416 NIGHTFIGHTER SQUADRONS.
1820 414 SQUADRON RECALLING FRONTDOOR 35, ON PATROL, AND CANCELLING PROGRAM FOR TONIGHT DUE TO WEATHER.
1825 416 SQUADRON CANCELLING NITE PROGRAM.
2008 FRONTDOOR 42 CRASHED ON LANDING.
2100 MLO POSITIONS FOR 338 AND WHITE SECTORS NOW OPERATIONAL ON SWITCHBOARD.
2300 LT. BROOKS ON DUTY.
0350/20 H-523, 1 A/C AT 1 MINUS REPORTED BY MARSEILLE-TOULON SECTOR TO 338 WING & WHITE SECTOR THRU INTERFILTER. POSITION NORTHEAST IN NH-1414.
0418 H-523 NOW IN NI-5837 AND PLACED ON OUR BOARD.
0428 H-523 FADED. LAST PLOT ND-1050.
0430 F-130 NOW IN VICINITY OF LAST PLOT OF H-523 GOING N.W. IN ND-0550.
0441 H-523 REMOVED.
NO FURTHER ENTRIES BEFORE 0500.

S E C R E T

S3/464

S E C R E T

FILE

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
19 NOVEMBER 1944.

M.L.O. LOG FOR 0500, 18 NOVEMBER TO 0500, 19 NOVEMBER 1944.

0500 LT. PIERCE ON DUTY.
0730 LT. RAY ON DUTY.
1210 AA TRACKING MISSION OVER LEGHORN HARBOR 1300 HRS., 18 NOV. A-20. NO FIRING.
1230 LT. MIRENDA ON DUTY.
1445 INDICATIONS OF LOCAL FLYING WITHOUT NOTIFICATION FROM BASE OPERATIONS PROMPTED CHECK WITH LATTER. DISCOVERED BASE OPERATIONS HAD NOT RECEIVED ANY CALLS FROM PISA TOWER ON TAKE-OFFS OR ARRIVALS. CONTACTED TOWER WHERE CLERK -- WORKING ALONE-- HAS BEEN TOO BUSY TO PASS THIS INFORMATION. (RECOMMEND THIS CALL BE PASSED TO OFFICER IN CHARGE FOR IMMEDIATE CORRECTION, POINTING OUT NECESSITY FOR SECTOR HAVING THIS MOVEMENTS DATA.
1500 REPEATED ABOVE TO OFFICER IN CHARGE WHO WILL TAKE MATTER UP IMMEDIATELY FOR CORRECTION.
1520 REQUESTED FROM SIGNALS OFFICER TIEING MOVEMENTS OFFICER POSITION IN ON DIRECT LINES TO 338 WING AND WHITE SECTOR.
1715 PASSED ADDRESS OF 3RD PHOTO GROUP, RECCONNAISSANCE TO 338 WING FILTER OFFICER FOR PURPOSES OF REQUESTING THAT LATTER BE PLACED ON DISTRIBUTION LIST FOR WEEKLY AREA CHANGES.
1730 LT. PIERCE ON DUTY.
2300 LT. MIRENDA ON DUTY.
0100/19 FRONTDOOR 28, BEAUFIGHTER, BELIEVED LOST AS NO CONTACT SINCE TAKE-OFF AT 1957A.
0230 EXPLOSION SOUTHEAST OF ROSIGNANO REPORTED TO CONTROLLER BELIEVED TO BE A-20, "MATCHLESS 43" ON MISSION.
NO FURTHER ENTRIES BEFORE 19/0500.

S E C R E T

S3/461

0338

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
18 NOVEMBER 1944.

M.L.O. LOG FOR 0500, 17 NOVEMBER TO 0500, 18 NOVEMBER 1944.

0500 LT. RAY ON DUTY.
0730 LT. BROOKS ON DUTY.
0945 DIRECT LINE TO WHITE CONTROL FRAME ROOM. ***
1230 LT. PIERCE ON DUTY.
1730 LT. RAY ON DUTY.
2103 X-122, 2 A/C AT 4 MINUS APPEARED AT N1-4558 FLYING S.W. PASSED FROM 338 WING.
2112 X-122 CHANGED TO H-122 AND CONTINUED S.W. OFF BOARD.
2300 LT. PIERCE ON DUTY.
NO FURTHER ENTRIES BEFORE 18/0500.

S E C R E T

S3/453

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
17 NOVEMBER 1944.

M.L.O. LOG FOR 0500, 16 NOVEMBER TO 0500, 17 NOVEMBER 1944.

0500 LT. BROOKS ON DUTY.
0730 LT. MIRENDA ON DUTY.
0923 TRACK 822, 1 A/C AT 20,000 FT. FLYING SOUTHEAST TOWARDS FLORENCE MADE RECCO 822, AS AIRCRAFT R/T CALL PICKED UP ON "SHARPIE" PHOTO-RECCO. NO MOVEMENT RECEIVED BY THIS SECTOR OR 338 WING.
0943 EVIDENCE OF OTHER PHOTO-RECCO AIRCRAFT IN THIS AREA, WITHOUT MOVEMENT.
1005 TRYING SINCE 0815A TO CONTACT WHITE SECTOR, BUT COMMUNICATIONS OUT.
1125 UPWARDS TO TEN FLIGHTS IN FLORENCE AREA WITHIN LAST 15 MINUTES OF SINGLE AIRCRAFT OVER 20,000 FT. NO MOVEMENTS. UNABLE TO REACH WHITE SECTOR. AGAIN STRESS NEED OF DIRECT LIAISON LINE.
1143 RECEIVED CURRENT OPERATIONS OF ELEVEN (11) PHOTO-RECCOS FROM WHITE SECTOR, WHILE LINE TEMPORARILY SERVICEABLE. THEY EXPLAINED THERE WERE OTHER FLIGHTS PREVIOUS THIS MORNING BUT THEY HAD ALL FLOWN MISSIONS AND PANCAKED BEFORE FINALLY ESTABLISHING COMMUNICATION WITH US. (IT IS HOPED THIS LAG ON NECESSARY OPERATIONAL DATA, WILL STRESS THE NEED OF DIRECT LINE TO WHITE SECTOR AND EFFECT BETTER EFFICIENCY BETWEEN SECTORS.
1230 LT. MIRENDA ON DUTY.
1400 LT. PIERCE ON DUTY.
1730 LT. BROOKS ON DUTY.
1809 X-995 & X-996 (FROM WHITE SECTOR) APPEARED IN AREA OA-2733 AND STOOGED FOR THREE PLOTS, THEN FADED.
1823 X-995 REAPPEARED IN OA-0718 COMING SOUTHWEST, CARRIED FOUR PLOTS SAME AREA AND FADED GOING NORTH. POSSIBILITY X-RAY MIGHT HAVE BEEN GINNY 27 WORKING UNDER WHITE SECTOR CONTROL BUT COMMUNICATIONAL LAG CONTACTING WHITE SECTOR MLO PREVENTED POSITIVE IDENTIFICATION UNTIL TRACK HAD FADED. MEANWHILE 338 WING SCRAMBLED A FIGHTER. OPERATIONAL EFFICIENCY OF MOVEMENTS SECTION, BLUE FIGHTER CONTROL, IS BEING DEFINITELY HANDICAPPED BY LACK OF A DIRECT LINE TO WHITE CONTROL.
2300 LT. RAY ON DUTY.
NO FURTHER ENTRIES BEFORE 17/0500.

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
16 NOVEMBER 1944.

M.L.O. LOG FOR 0500, 15 NOVEMBER TO 0500, 16 NOVEMBER 1944.

0500 LT. MIRENDA ON DUTY.
0730 LT. PIERCE ON DUTY.
1230 LT. BROOKS ON DUTY.
1730 LT. MIRENDA ON DUTY.
2300 LT. BROOKS ON DUTY.
0013/16 H-986 GIVEN BY WHITE SEC. IN OA-0355 (ALSO PICKED UP BY 2120, SAME POSITION AT SAME TIME) COMING SOUTH. TURNED NO. AT OB-1914. NEXT PLOT OB-2114 AND FADED IN OB-2409 AT 0021.
NO FURTHER ENTRIES BEFORE 16/0500.

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
15 NOVEMBER 1944.

M.L.O. LOG FOR 0500, 14 NOVEMBER TO 0500, 15 NOVEMBER, 1944.

0500 SGT BRISCOE ON DUTY. LT WILLIAMS FILTER OFFICER.
0730 LT BROOKS ON DUTY.
0850 STAND DOWN ON ALL MISSIONS FOR TODAY (14TH) AUTH XXII TAC THRU CONTROLLER BLUE FC.
0853 TRACK 803 MADE X-RAY AT OF 4908(2ND PLOT). HIGH AND NOT SHOWING. THIS TRACK WAS COMING IN PARALLEL TO A BOMBER TRACK(TRACK 109 FROM 338 WING) AND ABOUT 8 MILES EAST OF SAME. IT APPEARED AT THE TIME THAT THE TRACK MIGHT BE RE-TURNING FIGHTER COVER ACCOMPANYING BOMBERS BUT POSITIVE IDENTIFICATION NOT POSSIBLE.
0905 X803 MADE PAL AS REPORTING STATION 2120'S INTERROGATOR WAS NOT WORKING AND FURTHER BECAUSE 338 WING WAS ONLY SEEING ONE (1) TRACK THAT LOCATION AND ON WHICH THEY WERE GETTING IFF. IT IS SURMISED NOW THAT 2120 WAS SHORT ON RANGE THERE-BY CREATING TWO TRACKS WHERE ONLY ONE SHOULD HAVE BEEN SHOWN. 2120 HAS BEEN NOTIFIED OF RANGE DEFICIENCY.
1230 LT MIRENDA ON DUTY
1405 DESIRED LIAISON WITH WHITE SECTOR IMPOSSIBLE THRU NORMAL COMMUNICATIONS CHANNEL. STRONGLY URGE DIRECT "HOT" LINE, MLO--CONTROLLERS USE.
1418 X940 PASSED FROM WHITE SECTOR VIA INTERFILTER NET STOOGING IN OB AREA 25-30 MILES N.E. OF FLORENCE. NO HEIGHT OR SPEED ESTIMATABLE.
1443 X811, ONE AIRCRAFT AT 30,000 FEET MINUS PICKED UP 10 MILES N.E. OF FLORENCE AT OG 5524, GOING S.W. TRACK TURNED AT 1446A, HEADING OPPOSITE DIRECTION. WHITE SECTOR UNABLE TO BE REACHED PROMPTLY. FADED AT THIS LAST PLOT IN OBOE BAKER 0135.
1650 ALL NIGHT PROGRAMS CANCELLED DUE TO WEATHER.
1730 LT. PIERCE ON DUTY.
1830 LT MIRENDA ON DUTY.
2300 LT MIRENDA ON DUTY.
NO FURTHER ENTRIES BEFORE 0500.

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
14 NOVEMBER 1944.

M.I.O. LOG FOR 0500, 13 NOVEMBER TO 0500, 14 NOVEMBER 1944.

0500 LT. BROOKS ON DUTY.
0730 LT. MIRENDA ON DUTY.
1033 X-540, 2 A/C PICKED UP IN NJ-5959 (SPEZIA AREA) GOING N.W. CAME OVER INTER-FILTER NET FROM 340 WING -- SOUTHERN FRANCE. ESTABLISHED FRIENDLY BY 338 WING (1050A).
1145 A-20 #491 WILL PERFORM IN ARMY COOPERATION WITH ACK ACK FIRING DAILY UNLESS OTHERWISE NOTIFIED. (SEE ITEM 1730/12 NOV.)
1230 LT. PIERCE ON DUTY.
1300 X-867, 1 A/C AT 27,000 IN OA-0530 GOING WEST. CONT'D WEST TO LA SPEZIA THEN SWUNG NORTHWEST. ANGELS CHANGED TO 30,000. CHECH WITH 338 WING DISCLOSED MOV'T OF SPIT RECCO MISSION FROM S. ITALY TO N.W. ITALY. THIS SECTION NOT IN RECEIPT OF SAME SIGNAL. X-RAID CHANGED TO R-RECCO 20 MILES NORTH OF LA SPEZIA.
1310 MESSAGE FROM WHITE SECTOR -- INFANTRY SCHOOL FIRE 5 ROUNDS EACH RED-GREEN-WHITE FLARES 2300 HRS., NOV. 13 IN OBOE GEORGE 5416. ALSO FIRE A TOTAL OF 25 ROUNDS RED-GREEN-WHITE FLARES FROM 1930 TO 2230, NOV. 13 OBOE GEORGE 5817.
1355 SIGNAL REC'D 1355 (SEE ITEM 1300/13 NOV.). 338 WING REC'D SAME SIGNAL 1221. REQUESTED LT. MOORER INVESTIGATE REASON FOR DELAY.
1735 LT. BROOKS ON DUTY.
1745 ALL NIGHT PROGRAMS CANCELLED DUE TO WEATHER.
2300 SGT. DUGGAN ON DUTY; LT. WILLIAMS, FILTER OFFICER.
0330/14 SGT. BRISCOE ON DUTY. LT. WILLIAMS, FILTER OFFICER.
NO FURTHER ENTRIES BEFORE 14/0500.

53/425

S E C R E T

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S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, US ARMY,
13 NOVEMBER 1944.

M.L.O. LOG FOR 0500, 12 NOV. TO 0500, 13 NOV. 1944.

0500 LT. MIRENDA ON DUTY.
0730 LT. PIERCE ON DUTY.
1230 LT. BROOKS ON DUTY.
1510 TR 84 OA1816; CARRIED TO OB 0703 MADE X-RAY--NOT SHOWING ANGELS 26; NEXT PLOT OB0307 BECAME TWO PLOTS (NEW-0205) ONE SHOWING CODE VI; ONE NOT SHOWING. FADED.
1625 DAWN PATROL WILL HENCEFORTH TAKE-OFF BY 1ST LIGHT AND WILL BE A SECTION OF YOUR A/C; WILL OPERATE UNDER COOLER AS A SECTION.
1627 ENEMY A/C REPORTED SOUTH OF BOLOGNA DURING LAST HALF HOUR; REPORTED BY WHITE SEC CONTROLLER.
1629 X-RAY IN OB2228 FROM 338 AT 1620; ONE PLOT AND FADED.
1730 LT MIRENDA ON DUTY.
HEAVY AND LIGHT ACK-ACK FIRING FROM POINTS OF 3019 AND 3917. FIRING TO TAKE PLACE DAILY FROM 13 TO 18 NOVEMBER, 0930--1130 HOURS AND 1400--1600 HOURS. HEIGHT 10,000 AND 8,000 FEET.
2300 LT. BROOKS ON DUTY.
0500 NOTHING FOLLOWS.

S3/413

S E C R E T

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S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, U.S. ARMY,
12 NOVEMBER 1944.

M.L.O. LOG FOR 0500, 11 NOVEMBER TO 0500 12 NOVEMBER, '44.

1000 SECTION OPERATIONAL IN CONJUNCTION WITH RESUMING COMBINED FILTER--OPS ROOM OPERATIONS.
1000 CORPORAL BRISCOE ON WATCH.
1250 LT MIRENDA ON DUTY.
1500 PBX LINE ONLY OPERATIONAL ONE. MAJOR BELTY PROMISING BASE OPS--PISA AND 333 WING LINES AS SOON AS POSSIBLE.
1750 LT PIERCE ON DUTY.
2500 LT MIRENDA ON DUTY.
0500 NOTHING FOLLOWS.

S3/406

S E C R E T

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, U.S. ARMY,
8 NOVEMBER 1944.

M.L.O. LOG FOR 0500, 1 NOVEMBER TO 0500 2 NOVEMBER '44.

0730 LT PIERCE ON DUTY
1230 LT GATES ON DUTY
1410 WHITE SECTOR PASSED SOUND PLOT 1 AC HEADED SOUTH AT OB1328. NO FURTHER MOVEMENT AND REMOVED AT 1422.
1431 WHITE SECTOR PASSED TRACK X929 1 AC NO ANGELS, NO IFF, HEADED NORTH AT OA1914. NO FURTHER MOVEMENT AND REMOVED AT 1442.
1520 RECEIVED SIGNAL AMA 51 FROM 323 WING COVERING MOVEMENT OF THREE (3) RECCO'S. ETD'S 0915, 1100, 1045, ETA'S 1230, 1500, 1345. MOVEMENT OVER N. ITALY AND GERMANY. SIGNAL RECEIVED TOO LATE TO BE OF ANY VALUE WHATEVER.
1630 338 WING PASSED X171 1AC. 5000' NO IFF HEADED SE AT NJ1632. CHANGED TO P FOR PAL AT 1634.
1730 LT BROOKS ON DUTY
1922 PRACTICE AA FIRING (LIGHT & MG TRACER IN QG5520 DURING HRS 2000 TO 2100 ON 2 NOV '44. BETWEEN 1800 AND 01000, 5 ILLUMINATED FLARES 15 VERY LIGHT & VARIOUS OTHER FLARES. MESSAGE FROM WHITE SECTOR THRU OPS "B".
2300 LT GATES ON DUTY

2 NOVEMBER 1944.

0730 LT BROOKS ON DUTY
1230 LT BROOKS ON DUTY
~~X&X~~ 1645 CEASED OPERATIONS PENDING MOVE, ORDERS OF MAJOR WELTLE.
1647 338 WG NOTIFIED OF MOVE AND THAT OUR A/C GOING TO FLORENCE.
1648 BASE OPS NOTIFIED
1649 1031 ONLY STATION OPERATING L/L AT TIME OF CLOSEDOWN. 3001 OPERATING ON W/T.
1653 WHITE SECTOR NOTIFIED OF MOVE AND REQUESTED TO WORK CLOSE LIAISION WITH 338 WING UNTIL SUCH TIME AS BLUE SECTOR BECOMES OPERATIONAL AGAIN.

S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
2 NOVEMBER 1944.

M.L.O. LOG FOR 0500, 1 NOVEMBER TO 0500, 2 NOVEMBER 1944.

0500 LT. BROOKS ON DUTY.
0730 LT. PIERCE ON DUTY.
1230 LT. GATES ON DUTY.
1410 WHITE SECOTR PASSED TRACK X-927, 1 A/C, NO ANGELS, NO IFF, HEADED S.E. AT NE-1158. ORBITED OF-5808. CHANGED TO Q AND REMOVED AT 1422.
1412 WHITE SECTOR PASSED SOUND PLOT, 1 A/C HEADED SOUTH AT OB-1328, NO ANGELS, NO IFF. MADE X-928. NO FURTHER MOVEMENT AND REMOVED AT 1422.
1431 WHITE SECTOR PASSED TRACK X-929, 1 A/C, NO ANGELS, NO IFF, HEADED NORTH AT OA-1914. NO FURTHER MOVEMENT AND REMOVED AT 1442.
1520 RECEIVED SIGNAL AMA-51 FROM 323 WING COVERING MOVEMENT OF THREE (3) RECCO'S. ETD's 0915, 1100, 1045. ETA'S 1230, 1500, 1345. MOVEMENT OVER N. ITALY AND GERMANY. SIGNAL RECEIVED TOO LATE TO BE OF ANY VALUE WHATEVER.
1630 338 WING PASSED X-171, 1 A/C, 5000' MINUS, NO IFF, HEADED S.E. AT NJ-1632. CHANGED TO P FOR PAL AT 1634.
1730 LT. BROOKS ON DUTY.
1922 PRACTICE AA FIRING (LIGHT & MG TRACER) IN OG-5520 DURING HRS. 2000 - 2100 ON 2 NOV. 44. BETWEEN 1800 & 0100, 5 ILLUMINATED FLARES, 15 VERY LIGHT & VARIOUS OTHER FLARES. MESSAGE FROM WHITE SECTOR THRU OPS.B.
2300 LT. GATES ON DUTY.
0001/2 LT. GATES ON DUTY.
NO FURTHER ENTRIES BEFORE 2/0500.

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S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

1 NOVEMBER 1944.

M.L.O. LOG FOR 0500, 31 OCTOBER TO 0500 1 NOVEMBER 1944.

0500 LT MIRENDA ON DUTY.
0730 LT PIERCE ON DUTY
1230 AT 1215 HRS X-927 L A/C AT 25,000 PASSED FROM WHITE SECTOR IN OA 1238 GOING SOUTHEAST. FILTER OFFICER CALLED FIGHTER 819 SAME TRACK AS X-RAID. FIGHTER 819 SHOWED CODE 6. X-RAID, REMOVED. X-928 L A/C PASSED FROM WHITE SECTOR IN OA 4045 GOING NORTHEAST. ONLY ONE FILTERED POSITION--FADED--REMOVED.
1231 LT BROOKS ON DUTY.
1500 HF--DF PEEPER INFO WILL BE RELAYED THRU SEC OPS B TO M.L.O.
1518 PAL 831 APPEARED IN OA 2727.
1534 PAL 832 APPEARED IN OG 5307.
1539 PAL 831 & 832 CHANGED TO X-RAY OG2414) BASIS; CLIMBING ABOVE 18000, SPEED 250 MPH AND NOT SHOWING.
1541 X-RAY 831 & 832 CHANGED BACK TO PAL (OG3005) AUTHORITY F/O 338 WING CLAIMED READING CODE I ON BOTH TRACKS. NO MOVEMENT ON HIGH ALTITUDE AIRCRAFT.
1730 LT MIRENDA ON DUTY
1735 WHITE SECTOR M.L.O REPORTS PROBABLE HOSTILE ACTIVITY TONIGHT, DUE TO PROXIMITY OF ITALIAN AIRCRAFT AND GERMAN ME 109'S WHICH JUMPED FLIGHT FROM 346TH FIGHTER SQUADRON IN AREA OF LONATO (S.W. OF LAKE GARDA, ITALY) THIS AFTERNOON.
1740 NO OPERATIONS FROM 334 WING AND 47 BOMB WING TONIGHT.
1745 CUBS AND L-5'S PATROLLING ITALIAN HIGHWAY #65 (BETWEEN FLORENCE AND BOLOGNA) DURING HOURS OF DARKNESS.
1810 HEAVY ACK-ACK (338 INFORMS) FIRING PRACTICE WITH A-20 & TOW TARGET FROM 0845 TO 1045 HOURS AND LIGHT ACK-ACK FIRING PRACTICE FROM 1400 TO 1600 HOURS, DAILY. THIS FROM OCTOBER 31 TO NOV 4, INCLUSIVE IN LEGHORN AREA. AIRCRAFT BASED FLORENCE, PISA BASE OPS INFORMED.
1815 "SOUTH AFRICAN AIR FORCE JU-52 --#666 WILL COMMUNICATE FROM 29 OCTOBER BETWEEN BARI AND FORWARD LANDING GROUND".--(MAAF 356 28 OCT.)
1820 47 BOMB GP 86, 57 AND 27 FIGHTER GROUPS ORDERED BY MESSAGE CHIDLAW, 22 TAC, E2830--"ALL AIRCRAFT DESPATCHED ON NON-OPERATIONAL FLIGHTS WILL BE CLEARED THRU GROUP OR SQUADRON OPERATIONS ON STANDARD FORM MAAF-L-E, ACCORDING TO SD/MAAF/9, PAGE 60 SAMPLE. THEY WILL THEN IN TURN PASS THIS INFORMATION AS CONTAINED ON CLEARANCE FORM TO NEAREST FIGHTER SECTOR, ATTENT-XXXX ION M.L.O. BY TELEPHONE OR TELETYPE."
1826 WHITE SECTOR REPORTS TOTAL OF FOUR (4) BOMBINGS IN THEIR VICINITY TONIGHT.
2055 TO PRESENT, HAVE HAD OCCASION TO CALL WHITE SECTOR M.L.O. WELL OVER TWELVE (12) TIMES SINCE 1730 HOURS DUE TO TONIGHT'S LENGTHY PROGRAM, NUMEROUS MOVEMENT ALTERATIONS AND PRESENCE OF AFORE-RECORDED HOSTILE ACTIVITY IN EACH CASE THE FOLLOWING CHAIN OF TELEPHONE OPERATIONS WAS NECESSITATED, EACH AND ALL REQUIRIN

S3-327

S E C R E T

0348

M.L.O. LOG FOR 31 OCT TO 1 NOV '44 (CONT'D).

2055 (CONT'D) ...AN OPEN LINE (1) UPSET (2) GASPER (3) GASPER SWITCH (4) TARGET (5) GANDER (6) MOVEMENTS. FOR THE NECESSARY GOOD LIASION BETWEEN WHITE AND BLUE SECTORS (NOT TO FORGET LIAISON WITH 338 WING) IT IS URGED THAT A DIRECT "HOT" LINE BE LAID TO BRING OPERATIONS "CLOSER" AND FAR MORE IMMEDIATE, AS IS REQUIRED.

2130 WHITE SECTOR REPORTED, VIA INTERFILTER NET, X-RAID IN OC AREA AND H-RAID IN OJ (ANCONA SECTOR).

2200 "FRONTDOOR" 37 INDICATED FAULTY DISTRESS TO STATIONS 8009, 2119, 3001 AND 1031 BETWEEN 1750 AND 1932 HOURS, ON LOCAL FLIGHT. "FRONTDOOR" 38 INDICATED FAULY DISTRESS TO STATION 330 (MRU) IN 338 WING AREA, DURING 2014 TO 2156 HOURS. BOTH CASES REPORTED TO 414 SQUADRON VIA OPS "B" TO CHECK IFF EQUIPMENT.

2300 LT BROOKS ON DUTY.
NO FURTHER ENTRIES BEFORE 01/0500.

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S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

31 OCTOBER 1944.

M.L.O. LOG FOR 0500, 30 OCTOBER TO 0500, 31 OCTOBER 1944.

0500 LT. PEIRECE ON DUTY.
0730 LT. GATES ON DUTY.
0837 TRACK 304, 1 A/C, NO ANGELS, APPEARED OA-0008 HEADING WEST. MADE X-RAY/ STOOGED AND ORBITED, FADED AND RE-APPEARED WITHIN 15 MILES OF PICK-UP POINT, HEADING FIRST S.E., S., N., AND N.W. FADED AT OJ-5802.
0849 338 WING SCRAMBLED SPITS, CRYSTAL RED. NO JOY.
1230 LT. MIRENDA ON DUTY.
1550 MISSION INTENTIONS FOR NIGHT 30/31 OCT. STANDDOWN DUE TO AIRFIELD UN-SERVICEABILITY, ACCORDING TO 22 TAC.
1710 DAILY C-47 COURIERS RUNNING FROM PISA (SAN GIUSTO) AIRDROME DAILY:
(1) LEAVING 1005A FOR ROME-NAPLES-ALGIERS.
(2) LEAVING 1420A FOR NAPLES. TIME RETURN UNKNOWN.
(THIS OPERATED BY A.T.C.)
1730 LT. PIERCE ON DUTY.
2300 LT. MIRENDA ON DUTY.
0001/31 LT. MIRENDA ON DUTY.
NO FURTHER ENTRIES BEFORE 31/0500

S3/313

S E C R E T

0350

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S E C R E T

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/KM

APO 650, U.S. ARMY,
30 OCTOBER 1944.

M.L.O. LOG FOR 0500, 29 OCTOBER TO 0500, 30 OCTOBER 1944.

0500 LT. GATES ON DUTY.

0540 GINNEY 21 AND FRONTDOOR 35 LAND SAFELY AT TORQUINIA.
0730 LT. BROOKS ON DUTY.
1230 LT. PIERCE ON DUTY.
1305 LT. MIRENDA ON DUTY/
1315 TRACK #820 APPEARED OVER SPEZIA, PROCEEDED SOUTHEAST. 300 PLUS MPH AT 24,000 FEET. CALLED P. PAL IDENT ON SUPPOSITION THAT PHOTO-RECCOS ACTIVE FROM SOUTH ITALY BASE. THIS CONFIRMED BY CALL FROM 338 WING MOVEMENTS GIVING INFO-RMATION ON THREE FOGGIA RECCO FLIGHTS. IDENT CHANGED TO R-RECCE, BELIEVED TO BE "FRIENDSHIP 19", BUT R/T CALL UN-ANSWERED AS TRACK CONTINUED EAST TO FLORENCE AREA AT 27,000 FEET.
1350 THREE SIGNALS AMA-2, AMA-10 AND AMA-9, MENTIONED ABOVE, ALL RECEIVED BY 338 WING FILTER ROOM AT 0905, 1235, AND 1245, XX RESPECTIVELY, ARRIVING IN TIME TO AID IN PROPER IDENTIFICATION OF THESE HIGH-ALTITUDE FILTERED TRACKS. CHECKED WITH 78TH MESSAGE CENTER AND DISCOVERED NONE OF ABOVE HAD REACHED THIS SECTOR. LT. MOORER INVESTIGATING WITH WING TO DETERMINE THE "BOTTLENECK." (IF 338 WING CAN BE PROPERLY SERVICED WITH THIS DATA, NO REASON APPARENT FOR THE LACK HERE.)
1400 REQUESTED 338 WING FILTER OFFICER ADVISE US VIA TELEPHONE OF ALL PHOTO-RECCE MOVEMENTS TO ASCERTAIN OUR RECEIPT OF SAME.
1415 SIGNALS REFERRED TO ABOVE RECEIVED BY 62 WING MESSAGE CENTER RESPECTIVELY AT 1316, 1346 AND 1242. LT MOORER REFERRING THIS TO MAJOR WELTE FOR ACTION.
1600 LT. PIERCE ON DUTY.
1605 MESSAGE FROM SOUTH AFRICAN AIR FORCE VIA 338 WG M.L.O. J.U. #666 OPERATING FROM BARI, ITALY TO FORWARD LANDING GROUNDS STARTING 29 OCT.
1730 LT GATES ON DUTY
1732 414 SQDN NIGHT PROGRAM CANCELLED.
1745 416 SQDN NIGHT PROGRAM CANCELLED.
1845 WHITE SECTOR REPORTS HOSTILE ORBITING AT OA2526. FILTER OFFICER REPORTS OUR STATIONS SEE NOTHING.
2007 WHITE SECTOR REPORTS X-RAY 5 PLUS AC HEADED NE AT OB0459. OUR STATIONS NOT SEEING.
2300 LT. PIERCE ON DUTY.

S3/313 S E C R E T

SECRET

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
29 OCTOBER 1944.

V.L.O. LOG FOR 0500, 28 OCTOBER TO 0500, 29 OCTOBER 1944.

0500 LT. BROOKS ON DUTY.
0730 LT. MIRENDA ON DUTY.
1030 SIGNAL RECEIVED ON ONE V.I.P. ARRIVING SAN GIUSTO (PISA) AIRDROME AT 1100Z HOURS. ALL MESSAGES ON V.I.P.'S ARRIVING THIS AREA WILL BE PASSED (1) TO BASE OPERATIONS, (2) A-3, 62 WING. (3) ANY OTHER PERTINENT (I.E.) NAVY, ETC.
1230 LT. GATES ON DUTY.
1610 LINE TO 338 WING O.K.
1715 THERE HAVE BEEN MANY A/C ALOFT ON WHICH NO MOVEMENT RECEIVED. IDEN. NO PROBLEM SINCE GREAT MAJORITY SHOWING.
1730 LT. H.C. BROOKS ON DUTY.
2100 X-RAY PASSED FROM WHITE SECTOR TO 338 TO US IN OA-1632. SINGLE PLOT AND EVIDENTLY IN ERROR THRU MISREAD GRID (SHOULD HAVE BEEN IN OE.).
2300 LT. GATES ON DUTY.
0315 LINE TO CONTROLLER U/S.
0325 LINE O.K. BUT WE CANNOT RING CONTROLLER.
0330 BALANCE OF NIGHT PROGRAM CANCELLED. PISA A/D CLOSING IN.
0345 CONTROLLER'S LINE O.K.
NO FURTHER ENTRIES BEOFORE 29/0500.

S3/302

SECRET

S E C R E T

4

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U.S. ARMY,
28 OCTOBER 1944.

M.L.O. LOG FOR 0500, 27 OCTOBER TO 0500, 28 OCTOBER '44.

0500 LT. MIRENDA ON DUTY.
0730 LT. PIERCE ON DUTY.
1230 LT. BROOKS ON DUTY.
1615 EFFECTIVE 27/10/44, TWO (2) BEAUFIGHTERS OF 414 AND 416 N.F. SQ.'S WILL OPERATE PATROLS FROM LAST LIGHT UNTIL FIRST LIGHT. BATTLE LINE PATROL IN WHITE SECTOR.
1730 LT. MIRENDA ON DUTY.
1810 EFFECTIVE EVENING OF 28 OCTOBER AND CONTINUING THROUGH 8 NOVEMBER, RAF AIRCRAFT AND ROYAL NAVY M.T.B.'S WILL CO-OPERATE IN ILLUMINATION EXERCISE "GLITTER", BETWEEN 1830A AND 2200A DAILY. PARACHUTE FLARES DROPPED OFF COAST BY VENTURAS SHOWING NAVIGATION LIGHTS. AIRCRAFT TO FLY TARQUINIA TO BASTIA AREA DIRECT. (330 WING REF #A23, TOO 261530A)
1915 DIVIDING LINE BETWEEN BLUE AND WHITE SECTORS IS 11 DEG. EAST. WHITE AREA RUNS SOUTH TO 338 WING LINE AND NORTH. (SEE ITEM 3/1415, 26 OCT. 44).
2300 LT. BROOKS ON DUTY.
NO FURTHER ENTRIES BEFORE 28/0500.

S E C R E T

S3/292

S E C R E T

File

HEADQUARTERS
62ND FIGHTER WING
(BLUE FIGHTER CONTROL)

SCT-HRP/ASA

APO 650, U. S. ARMY,
27 OCTOBER 1944.

M.L.O. LOG FOR 1200, 26 OCTOBER TO 0500, 27 OCTOBER 1944.

1200 BLUE SECTOR OPERATIONS COMMENCING. LT. MIRENDA ON DUTY.
1415 SECTOR DIVIDING LINE ESTABLISHED BETWEEN THIS SECTOR AND 338 WING AS: MARINA DE PISA (OF-4015) TO AREZZO (OO-2842). IDENTIFICATIONS SOUTH OF THIS LINE WILL BE RESPONSIBILITY OF 338 WING; NORTH TO THIS SECTION.
1600 THREE HF/DF STATIONS OPERATING IN ROSIGNANA, ANCONA AND NORTH OF AVIGNON, FRANCE. SENIOR MLO AT RED SECTOR MAKING ARRANGEMENTS FOR INFORMATION TO BE PASSED THIS SECTOR.
1610 PRESENT EXISTING COMMUNICATIONS OPERATIONAL WITH (A) CONTROLLER-OPS B BLUE SECTOR, (B) PBX ON "UPSET" EXCHANGE, AND (C) 338 WING FILTER ROOM AT ROSIGNANO.
1638 LINE TO BASE OPERATIONS, PISA AIRDROME, NOW OPERATIONAL. THEY WILL NOTIFY OF ALL AIRCRAFT ARRIVING AND DEPARTING IN APPROVED LOG FORM: TYPE & NO. AIRCRAFT - SERIAL NUMBER - PLACE OF DEPARTURE - ETD - DESTINATION - ETA. ACTUAL AIRBORNE TIMES TO BE NOTED.
1639 MOV #1 - TO WING MLO 62 WING.
1652 MOV #2 - TO 340, 338, 287 AND 323 WING.
1730 LT. PIERCE ON DUTY.
2300 LT. MIRENDA ON DUTY.
NO FURTHER ENTRIES BEFORE 27/0500.

S3/277

S E C R E T

HEADQUARTERS
6504TH FIGHTER CONTROL AREA (P) SCT-HRP-tjh

MLO LOG FOR 0500, 13 September to 0500, 14 September 1944.

0800 Lieutenant Anderson on duty.

1200 Lieutenant Garrison on duty.

1330 From 323 Wing: Spit Bromide 27, Foggia 1430, Foggia 1815 Area (P) Peter.

1800 Lieutenant Bond on duty.

1930 Captain Peck, called and said, "Notify all stations at 0745, 14 September 1944, that 335 Wing, Pomigliano was taking over all duties formerly done by this sector beginning at 0800 same date".

0001/14 Lieutenant Cothren on duty.

0052 323 Wing called us on a hostile aircraft in ON 4203, H-18, 1 a/c at altitude 20,000, SE. Scrambled Dudley 33 at 0101.

0120 H-18 changed to X-18, 1 a/c at 12 OK 0303.

0136 X-18 changed to Bomber 18 in PQ 4602. Removed H-18 from board at 0139.

Lieutenant Cothren on duty.

No further entries.

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S E C R E T

6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-HRP/ASA
FIGHTER CONTROL AREA (P)

M.L.O. LOG FOR 0500 HRS., 12 SEPT. TO 0500 HRS., 13 SEPT., 1944

0730 LT. COTHREN AND PFC ROBERTS ON DUTY.

1200 LT. BOND ON DUTY.

1800 LT. APOSTLE ON DUTY.

0001/13 LT. BOSS ON DUTY.

NO FURTHER ENTRIES.

S E C R E T

S E C R E T

6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-HRP/ASA
FIGHTER CONTROL AREA (P)

M. L. O. LOG FOR 0500 HRS., 11 SEPTEMBER TO 0500 HRS., 12 SEPTEMBER

0730 LT. GARRISON ON DUTY.

1200 LT. APOSTLE ON DUTY.

1800 LT. GARRISON ON DUTY.

334 WING: 2 HALIFAXES BRINDISI 1930 BRINDISI 0430.

2200 LT. BOSS ON DUTY.

0001/12 LT. ANDERSON ON DUTY.

NO FURTHER ENTRIES.

S E C R E T

53/501

S E C R E T

6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-HRP/ASA
FIGHTER CONTROL AREA (P)

M.L.O. LOG FOR 0500 HRS., 10 SEPT. TO 0500 HRS., 11 SEPT., 1944

0945 LINE OUT BETWEEN BASE OPERATIONS, CAPO, AND MOVEMENTS.
1 B-17 FOGGIA 1330 FOR BOTTE ISLAND. NOTIFIED S.OU.
1 B-24 LEAVE FOGGIA 1200, BOTTE ISLAND. NOTIFIED S.O.U.
1200 LT. GARRISON ON DUTY.
1800 LT. BOND ON DUTY.
2200 LT. ANDERSON ON DUTY.
2257 FROM 323 WING. X-76, 1 A/C AT 20 IN 01-0330.
2316 X-76 CHANGED TO H-76 BY 323 WING, A/C AT HEIGHT OF 20,000, POSITION 00-2130 GOING SOUTHEAST.
2345 H-76 OVER NAPLES, OY-5020, AT 22,000, SPEED 200.
2356 H-76 PLOTTED GOING N.E. IN OT-0519, ONE A/C AT 22,000, SPEED 200.
0001/11 LT. COTHREN ON DUTY.
0031 H-76 REMOVED. POSITION N. IN 01-0519.
NO FURTHER ENTRIES.

S E C R E T

0358

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SECRET

HEADQUARTERS
6504TH FIGHTER CONTROL AREA (PROV)

SCT-HRP*tjh

MLO LOG FOR 0500, 9 September 1944 to 0500, 10 September 1944

0800 Lieutenant Apostle on duty.

1200 Lieutenant Bond on duty.

1435 B-24 from Foggia in our area tonight from 2100 - 0230/10. Fly to Cape San Vito sicily and return.

1800 Lieutenant Apostle on duty.

2155 H-46 1 a/c altitude 20 picked up at OR 5653 direction South east. Identified hostile by 287 Wing.
H-46 1 a/c altitude 20 removed from board at 2206. Rome identified hostile track as friendly a/c.

0001/10 Lieutenant Cothren on duty.

0300 From 323 Wing: 108 B-24 ETD 0515 - 1100 ETA at base 1522 - 2020 Foggia.
Cross coast at Lido De Roma. Will land at Lyons. Altitude 9,000 feet.

Lieutenant Cothren on duty.

No further entries.

SECRET

53/490

0358

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SECRET

6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-HRP/ASA
FIGHTER CONTROL AREA (P)

M.L.O. LOG FOR 0500 HRS., 8 SEPTEMBER TO 0500 HRS., 9 SEPTEMBER '44

0730 LT. GARRISON ON DUTY.
1200 LT. APOSTLE ON DUTY.
1300 FROM 62 F.W.: R.F.C., NAPLES, LOCATED AT SECTOR HEADQUARTERS, 6504 FCA, CLOSING DOWN AS OF 0001 BAKER, 10SEPTEMBER. FLYING CONTROL, POMIGLIANO, ASSUMES DUTIES OF RFC, NAPLES. SECTORS WILL CONTINUE SAME PROCEDURE AND SAME COMMUNICATIONS WITH REFERENCE REQUEST FOR ASR AIRCRAFT AND MARINE CRAFT, AIRCRAFT SAFETY POINT TO POINT CHANNEL 4320 KCS, SERVICEABILITY, REQUEST NEWS, DISTRESS AND SO FORTH, WITH FC, POMIGLIANO. SECTORS WILL SIGNAL OR TELETYPE APPENDIX ABLE ON ASR ITEMS TO A-2 SECTION, HEADQUARTERS 62 F.W. DAILY WITH CONSECUTIVE NUMBER STARTING FIRST DAY EACH MONTH.
1800 LT. GARRISON ON DUTY.
1900 NOTIFIED CAPO, POMIG, MARCIANISE OF I.A.Z. TIME, 1955 - 0607 BAKER.
1932 FROM 334 WING: 7 HALIFAXES, BRINDISI 2025 - 2110, BRINDISI 2130 - 2215, PT. LICOSA (LANDFALL) 2130 - 2215. RETURNING SAME ROUTE..
2009 TRACK T-98 CAME DOWN FROM NORTH ALONG COAST AND ENTERED I.A.Z. ON WEST SIDE.
2023 T-98 LEFT I.A.Z. STILL GOING EAST. DID NOT LAND AT ANY AIRFIELD NEARBY. CALLED 323 WING AND REQUESTED THEM TO GIVE US ALL THE PARTICULARS ON T-98, WHO VIOLATED I.A.Z. THEY SAID THEY WOULD IF HE LANDED AT ANY OF THEIR FIELDS.

NO FURTHER ENTRIES.

SECRET

S E C R E T

HEADQUARTERS
6504TH FIGHTER CONTROL AREA (P) SCT/HRP-tjh

MLO LOG FOR 0500, 7 September to 0500, 8 September 1944.

0800 Lieutenant Bond on duty.
10 B-24 From Foggia ETD 0625 Botte Island on range 0800 - 0930.
7 B-24 From Foggia ETD 0700 Botte Island on range 0800 - 0930.
22 B-24 From Foggia ETD 0800 Botte Island on range 0900 - 1000
27 B-24 From Foggia ETD 0930 Botte Island on range 1130.
1 B-24 From Foggia ETD 1130 Botte Island on range 1230.
All flying at 20,000 feet.
7 B-24 From Foggia ETD 1400 Botte Island on range 1600 - 1630 return 1630
3 B-24 From Foggia ETD 1200 Botte Island on range 1300 - 1500 return to Foggia 1600. Notified SOU.

1200 Lieutenant Harrison on duty.

1800 Dudley 35, P-61 a/b for calibration of AMES 8020.

1730 From Marcianisi: 34 B-24 arrive this airfield between 0900 - 1000/08 from Foggia.

1740 Notified Pomigliano, Capodichino, Marcianisi of IAZ time. 1957 - 0606 night 07/08.

1745 From 334 Wing: No operation your area night of 7/8 September.

1800 Lieutenant Bond on duty.

0001/8 Lieutenant Cothren on duty.

No further entries.

S E C R E T

53/471

0361

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S E C R E T

6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-HRP/ASA
FIGHTER CONTROL AREA (P)

M.L.O. LOG FOR 0500 HRS., 6 SEPTEMBER TO 0500 HRS., 7 SEPTEMBER

0500 LT. ANDERSON ON DUTY.

1200 LT. BOND ON DUTY.

1300 LT. APOSTLE ON DUTY.

0001/07 PFC ROBERTS ON DUTY; LT. COTHREN ON DUTY.

0125 DAKOTA NR. 530, ETD MALTA 0600 ETA CAPO 0800. ONE VERY IMPORTANT PASSENGER ABOARD.

NO FURTHER ENTRIES.

S E C R E T

53/457

0362

S E C R E T

HEADQUARTERS
6504TH FIGHTER CONTROL AREA (P) SCT-HRP-tjh

MLO LOG FOR 0600, 5 September to 0600, 6 September 1944.

0735 From 323 Wing. Spitfire, Flintspring 8 ETD, Foggia 0830 ETA Foggia 1200 Northwest Italy.

0740 Lieutenant Garrison on duty.

0745 From Hq MACAF: All facilities Alghero sector closed with exception of navigational aid Elmas, Callsign "Edmund" and Alghero homer, Callsign "Dundee", which operate as before.

1200 Lieutenant Apostle on duty.

1800 Lieutenant Apostle on duty.

1802 Marcianisi, Capodichino, Pomigliano notified of IAZ time for night 5 - 6 September 1944.

0001/6 Lieutenant Anderson on duty.

No further entries.

S E C R E T

S E C R E T

6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-MRP/ASA
FIGHTER CONTROL AREA (P)

M.L.O. LOG FOR 0500 HRS., 4 SEPTEMBER TO 0500 HRS., 5 SEPTEMBER

0800 LT. BOND ON DUTY.

0830 BOMBING BY B-24 AT 21,000', BOTTE ISLAND, 1200 - 1300. NOTIFIED R.F.C., AALO, OPS B.

0905 BOMBING BY 5 B-24 AT 21,000', BOTTE ISLAND, ETD 1200, OVER RANGE 1230 - 1500, ETA 1530 TO BASE. NOTIFIED R.F.C., AALO, OPS B.

0950 MESSAGE SENT OUT AT 0730 RELAYED TO ALL PARTIES BUT 6502 WHO ARE BELIEVED IN TRANSIT.
(SPACE)
FROM 325 WING: SPIT, BROMIDE 30, FOGGIA 0815, FOGGIA 1215.

1200 LT. GARRISON ON DUTY.

1755 NOTIFIED CAPO, POMIG, AND MARCIANISE THAT THE I.A.Z. TIMES FOR TONIGHT ARE 2001 TO 0601 B.

1800 LT. BOND ON DUTY.

1830 PRACTICE FIRING SEPT. 5TH, 1000 - 1200 B, L.A.A. FROM Y-4903 AT TOWED TARGET.

1835 1030 - 1130 B, HURRI OR DEFIANT WILL CARRY OUT DUMMY DIVE BOMBING ATTACKS ON CRUISERS IN ANCHORAGE. NO FIRING.

0001/05 LT. COTHREN AND PFC ROBERTS ON DUTY.

NO FURTHER ENTRIES.

S E C R E T

S E C R E T

HEADQUARTERS
M 6504TH FIGHTER CONTROL AREA (P SCT-HRP-tjh

M LOG FOR 0500, 3 September to 0500, 4 September 1944.

0800 Lieutenant Apostle on duty.

1200 Lieutenant Bond on duty.

1430 Caesar X condition. Advised all concerned.

1500 Caesar now "C" condition. Informed all.

1600 Runner VHF operational. HF receiving only. Advised Caesar to have all a/c contact runner and watch for usual signal from tower and the tee for landing.

1800 Lieutenant Garrsion on duty.
From 334 Wing: No operation your area tonight, 3 September 1944.

2030 From 323 Wing:
No operation your area tonight, September 3/4.

2120 From 15 Air Force:
Raid intention for day bomber attacking targets in Northern Italy, 4 September.

Lieutenant Garrison on duty.

No further entries

S E C R E T

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S E C R E T

HEADQUARTERS
6504TH FIGHTER CONTROL AREA (PROV) SCT - HRP-tjh

MLO LOG FOR 0500, 2 September to 0500 3 September 1944.

0370 Lieutenant Garrison on duty.
0910 From MACAF. Received information on new non-operational route to Southern France. Message #A127 011820B.
1025 Calibration flight for AMES 896. Baltimore. Rector 44 to take off 1400 from Pomigliano.
1145 Requested briefing section at Pomigliano. Copédichino, Marceanise to notify all pilots operating near the Naples Port area to stay clear of armed barrage balloons. Operational officer 6504th F.C.A.
1200 Lieutenant Apostle on duty.
1330 Pomigliano, Copodichino, Marcianise advised of IAZ times for Night of 2/3 September 1944.
1800 Lieutenant Garrison on duty.
2005 Tried to get through to 6505th FCA for information on the following track: South OS 4441 Blank 446, 4 plus A/C at 22, but the line was out.
2007 Southeast OS 4442, P-446, 4 plus a/c at 22. Called 323 Wing to see if they were expecting any bombers back. The MLO said he had no movements that would tie in to that track.
2009 East OS 3851, P-446, 4 plus a/c at 22.
2011 Called 6505th FCA again and finally got through. MLO did not have any movement to cover this track.
2013 From 334 Wing: Message on one Halifax, Brindise 2000 Brindisi o3oo. From XV Air Force. Intentions night bombers to attack Ferrara, Italy. M/Y night of 2/3 September. New Subject: Day bomber on 3 September attacking targets in Yougoslava and Hungary.
South east)S 3754, X-446, 4 plus a/c at 22.
2014 East OT 3615, X-446, 4 plus a/c now at 18, crossing out over our eastern sector boundry.
2018 Told 323 wing neither 6505 nor 6504 FCA's had not yet received any movement on these aircraft.
2040 X-446 now well out of our area. Over southeast of Foggia still going South east.
2106 From 323 Wing: X-446 intercepted and identified as one B-24. Interception made at height of 12,000 feet. No grid position given.
2245 From 323 Wing: One beaufighter Ramok 21, TED Foggia 2300/02 route to Sorrento then 40°23' N, 16°49' E then back to Foggia.
0149 Lieutenant Anderson on duty. Call from 323 wing to cancel Halafax flight Schedule to take off from Brindisi 2000 hours.

No further entries.

424
3/9

S E C R E T

0366

S E C R E T

HEADQUARTERS
6504TH FIGHTER CONTROL AREA (PROV) SCT-HRP-tjh

MLO LOG FOR 0500, 1 September to 0500, 2 September 1944.

0800 Lieutenant Bond on duty.

0830 Signal sent to IAZ offenders unit.

1200 Lieutenant Cothren on duty.

1655 From 334 Wing: No operation your area tonight Sept 1/2.

1800 Lieutenant Garrison on duty.

1930 From 6505th - 15 C-47, ETD 2030 ETA 2230. Night flying in Rome area. Will come as far south as Ponza.

2120 From 323 Wing: one Wellington Foggia 1920, Foggia 2030. Nickelling mission.

2145 From XV AF: Intentions: Strategic Night bombers night 1-2 September attacking Bologna Italy. New Subject: Day force attacking targets Jugoslavia on 2 September 1944.

0001/2 Lieutenant Bond on duty.

No further entries.

419

5/9

S E C R E T

S E C R E T

HEADQUARTERS
6504th FIGHTER CONTROL AREA (P) SCT/HRP-tjh

MLO LOG FOR 0500, 31 August 1944 to 0500, 1 September 1944.

0730 Lieutenant Apostle on duty.

0930 The following message passed to Controller SOU:
1 B-24 Foggia ETD 1200 ETA 1530 to Botte Island
2 B-24 " " 1030 " 1500 " " "
1 B-24 " " 1300 " 1600 " " "
1 B-24 " " 1300 " 1600 " " ".
Practice bombing from 20,000 feet.

1200 Lieutenant Boss on duty.

1507 2 Halifax ETD Brindisi 1945 cross coast at Cecina 2215, on target 2330. Back on same route. ETA at Brindisi 0300. From 332 Wing.

1800 Lieutenant Bond on duty.

2020 B-24, 761 Bomb Sq, 460 Bomb Group, Captain Downey from Spirazzola flew through IAZ, No IFF.

2037 C-47, 892 Medme Communication Squadron, Marcianise flew over IAZ in orbit of airfield.

0001/1 Lieutenant Apostle on duty.

0350 X-401 2 a/c direction N in OW 2515.

0355 X-401 now 1 a/c in OW 4012 direction N Speed 260 MPH.

0358 X-401 OW 5710 with considerable increase in speed.

0408 X-401 faded OR 0515 still going north. Track passed to M.L.O. at Gander from first position onward.

Lieutenant Apostle on duty.

No further entries.

S E C R E T

408
1/9

0368

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S E C R E T

SCT-HRP/tjh

HEADQUARTERS
6504TH FIGHTER CONTROL AREA (P)

MDO LOG FOR 0500, 30 August to 0500, 31 August 1944.

0730 Lieutenant Garrison on duty.

0910 Baltimore #451, Callsign Rector 46 a/b on Calib of US #1010.

1200 Lieutenant Anderson on duty.

1800 Lieutenant Apostle on duty.

2018 1 a/c violated IAZ. Details as follows. C-47 No. 550, from Algiers (MB) to Pomigliano landed Maccianise. Pilot is Squadron Leadqr Vomweit of 28 Squadron SE, based in Algiers.

2121 1 a/c violated IAZ. Details as follows. B-25 No. 440, from Solon France to Pomigliano. Pilot is Captain Maltbe of 27th Fighter Group based at Salon.

2147 1 a/c violated IAZ. Details as follows. C-47 No. 626 Callsign, Nightgirl "A" from Gibralter to Capodachino. Pilot in Flight, Lieutenant Tysoko of 24 Squadron RAF based in England.

From 334 Wing: 2 Halifaxes Brindisi 2000 Brindisi 0315 operating over area.

From 323 Wing: One B-24 Foggia 1900 Foggia 0130, nickelling Nice Area. Relayed to 63rd FW, 6505 and 6502 FCA's.

0001/31 Lieutenant Garrison on duty.

0030 From 323 Wing: 2 B-17 Foggia, 2330 to UK.

Lieutenant Garrison on duty.

No further entries.

S E C R E T

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S E C R E T

6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-HRP/ASA
FIGHTER CONTROL AREA (P)

M.L.O.'S LOG FOR 0500 HRS., 29 AUGUST TO 0500 HRS., 30 AUGUST 1944

0830 MLO WILL CALL AND INFORM CAPODICHINO, POMIGLIANO, AND MARCIANISE THE
EXACT TIME THE IAZ GOES INTO EFFECT EACH NIGHT, AND INSTRUCT EACH
FIELD NOT TO ALLOW ANY AIRCRAFT TO DEPART WITHOUT AMPLE TIME TO CLEAR
THE IAZ BEFORE IT GOES INTO EFFECT. THIS WILL BE DONE AN HOUR BEFORE
IAZ TIME EACH NIGHT. (AUTHORITY: CAPT. PECK).

0915 FROM 323 WING: 1 B-24 ETD FOGGIA 1230 PRACTICE BOMBING AT BOTTE ISLE.
BE AT ISLAND 1315 - 1445. ALT. 22,000 FEET. RETURN TO BASE 1530.
RELAYED TO S.O.U.

0940 FROM 323 WING: CONVERSION FLIGHT EFFECT AT THE PRESENT TIME. IT MAY
BE FLOWN DAY OR NIGHT, 5-1/2 HOURS FLYING TIME. COURSE FROM BASE TO
41 50 N, 12 30 E, TO CAPE SAN OCTO, CAPE PONSSERO, CAPE PIZZATO,
TARANTO, BACK TO BASE.

1055 B17G #164 CLEARED FROM MARCIANISE TO RETURN THERE AT 2100 TODAY. PILOT
WAS NOT ADVISED OF IAZ CONDITIONS AND TIS BELIEVED HE WILL RETURN
THRU THIS ZONE. INSTRUCTED F.C.O. AT THAT BASE WHAT IAZ CONDITIONS
MEANT AND HE IS TAKING IMMEDIATE ACTION TO ADVISE ALL BRIEFING PER-
SONNEL. REQUESTED THAT A GRID BE SENT HIM SHOWING THE IAZ AREA AND
TIME OF RESTRICTION. CALLED TO HIS ATTENTION THE FACT THAT WITHIN
HIS FILES WAS A COPY OF SD/MAAF/7 THAT GIVE COMPLETE INFORMATION.
AFTER HIS CHECK HE FOUND THE DOCUMENT AND THE INFORMATION.

1200 CPL. GERMANN AND LT. COTHREN ON DUTY.

1245 PHONE TO GIN RICKEY OUT. REPORTED TO WIRE ROOM.

1735 FROM 323 WING: MOSQUITO TRUEMATE 30, FOGGIA 1600 B FOR U.K. VIA
NORTHWEST ITALY, FRANCE.

1800 LT. GARRISON ON DUTY.

1910 INFORMED CAPO, POMIG, MARCIANISE AIRFIELDS THAT THE IAZ TIME FOR 29/
30 AUGUST IS 2011 - 0555B.

1915 FROM 15 AF: INTENTIONS FOR STRATEGIC NIGHT BOMBERS ON NIGHT 29/30
AUGUST WILL ATTACK M/Y AT FERRARA, ITALY. ALSO, DAY BOMBERS OF 30
AUGUST TO HUNGARY.

1945 FROM 334 WING: 2 HALIFAXES OPERATING OUR AREA TONIGHT, BRINDISI 2045,
BRINDISI 0400.

1946 FROM INTERFILTER NET: H-40, OJ-4515, 1 A/C AT 9,000.

1948 H-40, N.W. OJ-5944, 1 A/C AT 9,000. RELAYED TO 323 WING AND 6505 FCA.
323 WING HAD ALREADY PICKED IT UP ON INTERFILTER NET, BUT 6505 DID NOT
GET IT ON THEIR INTERFILTER COMMUNICACTION.

1955 NOTHING MORE ON INTERFILTER ON H-40.

2017 C-47 #463, PILOT LT. BEAL, 327 FERRY, DEPARTED BARI 1930 ARRIVED AT
CAPO. 2020. VIOLATED IAZ.

2055 FROM 323 WING. B-24 FOGGIA 2210, FOGGIA 0345, TO NICE AREA.

2115 FROM 323 WING. PRACTICE FLIGHT FOR AUG. 30. 24 B-24 FOGGIA 0700
FOGGIA 1215. ROUTED THROUGH LAKE BRACCIANO, ORVETO, THEN TO LAKE PA-
TIRA, THENCE TO BOTTE ISLAND FOR BOMB RUN. ALT. 20,000 FT.
32 B-24 FOGGIA 0815 FOGGIA 1140, PRACTICE BOMBING AT BOTTE ISLAND.
NOTIFIED 6505 FCA, SOU CONTROLLER, CONTROLLER AND RFC.

2330 2 B-17 AND 7 P-51 ETD MARCIANISE 0700 0900 GMT (Z) FOR U.K. VVIP
ABOARD. RELAYED TO 63 FW, 6505, 6502 FCA'S.

0001/30 LT. BOND ON DUTY.
NO FURTHER ENTRIES.

S E C R E T

53/387

0370

S E C R E T

HEADQUARTERS
6504TH FIGHTER CONTROL AREA (P)

SCT-HRP-tjh

HLO LOG FOR 0500 28 August to 0500, 29 August 1944.

0800 Lieutenant Apostle on duty.

0845 One Baltimore calibrating 615 Tactical Station from Santa Maria airfield 2 runs of 85 miles on bearing of 270° at 10,000 and 15,000 feet. ETD 0900 Pomig. Notified Ack-Ack.

0855 B-24 from Foggia practice bombing Botte Island from 20,000 feet. ETD 1030 1400 Controller, SOU notified.

0910 B-17 from Foggia practice bombing Botte Island from 25,000 feet. ETD 1300 ETA 1730. Controller, SOU notified.

1020 B-24 from Foggia practice bombing Botte Island from [illegible],000 feet. ETD 1200 ETA 1630. Controller SOU notified.

1200 Lieutenant Boss on duty.

1635 3 Halifax ETD Brindisi 1930 to targets on Western sector 2330. Return same route 0400. Relayed to all concerned.

1800 Lieutenant Bond on duty.

0001/29 Lieutenant Apostle on duty.

No further entries.

53/375

S E C R E T

0371

S E C R E T

6504TH HEADQWARTERS & HEADQUARTERS SQUADRON SCT-HRP/ASA
FIGHTER CONTROL AREA (P)

M.L.O. LOG FOR 0500 HRS., 27 AUGUST TO 0500 HRS., 28 AUGUST 1944

0730 LT. GARRISON ON DUTY.
0900 BALTIMORE A/B FROM POMIGLIANO ON CALIBRATION OF U.S. #1122.
1100 MESG. SENT TO 63 F.W. M.L.O. AND 6505 - 6502 FCA ON P-38 CONVENT 51, ETD BARI 1100B, AREA B.
1200 LT. ANDERSON AND PFC ROBERTS ON DUTY.
1215 FROM 322 WING. 3 B-17 DEPART 1400 HRS FOR BOTTE RANGE. RETURN TO FUSE 1745. ALT. 22,000. B-24 DEPART 1300 FOR BOTTE RANGE, RETURN TO FUSE 1500. ALT. 22,000. S.O.U. NOTIFIED.
1223 SPIT BROMIDE 22 ETD FOGGIA 1130 ETA FOGGIA 1500. N.W. ITALY. RE-LAYED TO ALL CONCERNED.
1515 FROM 323 WING: 2 MOSQUITOS, TRUEMATE 10 & 20, DEPARTED FOGGIA 1500 FOR UNITED KINGDOM. NOT RETURNING. RELAYED TO ALL CONCERNED.
1800 LT. APOSTLE ON DUTY.
FROM 323 WING: ONE HALIFAX BRINDISI 2005, BRINDISI 0345. RELAYED 62 FW MLO, 6505, 6502.
2024 AIRCRAFT VIOLATED I.A.Z., LANDED POMIGLIANO. DETAILS AS FOLLOWS:

TYPE A/C	B-25
NUMBER	686
PILOT'S NAME	CAPT. HOLBIG.
SQUADRON	414 NIGHT FIGHTER SQUADRON
BASE	ALGHERO
FROM	ALGHERO
TO	POMIGLIANO.

0001/28 LT. GARRISON ON DUTY.
0038 RECEIVED OVER INTER-FILTER NET: S.E., ON-1930, X-61, 1 A/C. CHECKED WITH FILTER OFFICER TO SEE THAT 323 WING & 6505 FCA HAD PROPER INFOR-MATION ON TRACK.
0043 S.E., ON-0654, X-61 AT 28, SPEED 250.
0052 S., OT-2820, X-61 AT 28, SPEED 250. JUST ENTERED OUR AREA GOING STRAIGHT SOUTH. YELLOW ALERT. MADE PROPER NOTIFICATION.
0059 S., OY-5015, X-61, 1 A/C AT 22 DIRECTLY OVER NAPLES. LATER ON TURNED EAST AND THEN HEADED STRAIGHT BACK NORTH AGAIN.
0108 ALL CLEAR.
0128 N., 00-0125, H-61, 1 A/C AT 24 FADED.
0155 FROM 323 WING: P-38 FRIENDSHIP 19, FOGGIA 0700 FOGGIA 1215, TO N.W. ITALY. RELAYED 63 FW. M.L.O., 6505, 6502 FCA'S.
NO FURTHER ENTRIES.

S E C R E T

53/360

0372

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HEADQUARTERS
6504TH FIGHTER CONTROL AREA (PROV)

SCT/HRP-tjh

MLO LOG FOR 0500, 26 August to 0500, 27 August 1944.

0700 Lieutenant Anderson on duty.

0705 Mosquito Friendship 2 ETD Foggia 0700 ETA 1200 NW Italy. Relayed to all concerned.

1200 Lieutenant Cothren on duty.

1230 Message sent to 6504 - 6505 and 63rd FW on Truemate 27, ETD Foggia 1330 to U.K. Message sent by 323 Wing.

1800 Lieutenant Bond on duty.

0001/27 Lieutenant Apostle on duty.

No further entries.

53/348

0373

6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-HRP/ASA
FIGHTER CONTROL AREA (P)

M.LO. LOG FOR 0500 HRS., 25 AUGUST TO 0500 HRS., 26 AUGUST 1944

0640 B-17 OPERATING OVER SARDINIA AT 20,000 FEET, FROM POMIGLIANO, ETD 0830 ETA 1500. MESSAGE SENT 6505, 6502, 63 F.W. M.L.O.

0730 CPL. GERMANN ON DUTY. LT. COTHREN ON DUTY.

1200 P.F.C. ROBERTS ON DUTY. LT. BOSS ON DUTY.

1800 LT. APOSTLE ON DUTY.
2 B-17'S OVER SARDINIA AND CORSICA AT 20,000 FEET FROM POMIGLIANO, ETD 0720 ETA 1300. MESSAGE SENT 63 F.W., M.L.O., 6502 AND 6505 FCA.

2210 FROM 6505 F.C.A.: HEAVY A.A. PRACTICE FIRING 1030 TO 1200 EVERY MONDAY AND FRIDAYBEGINNING AUGUST 28. GUN POSITIONS ON COAST 3 MILES N.W. CIVITAVECCHIA. ALL FIRING SEAWARD, 310° THROUGH 270° TO 200°; DANGER AREA 15,000 FEET ALTITUDE, 20,000 YARDS SURFACE. NOTIFIED BASE OPERATIONS CAPODICHINO, POMIGLIANO, AND CONTROLLER, R.F.C.

0001/26 LT. BOND ON DUTY.

NO FURTHER ENTRIES.

53/328

0374

HEADQUARTERS
6504TH FIGHTER CONTROL AREA (P) SCT/HRP-tjh

MLO LOG FOR 0500, 24 August 1944 to 0500, 25 August 1944.

0530 From 323 Wing: P-38 Convent 157 ETD Foggia 0500. Foggia 1100 NW Italy.
Spitfire Bromide 35 ETD Foggia 0730. ETA Foggia 1100 NW Italy and Germany
Spitfire Bromide 22 ETD Foggia 0730 ETA 1045 NW Italy.
2 Spitfires Flintspring 15 & 16 ETD 0730 Foggia ETA 1045 NW Italy & Germany.
2 P-38 Tailpiece 45 & 62 ETD 0400 Foggia ETA 0700 N. Italy.

0730 Lieutenant Cothren on duty.

0930 Practice firing 1000-1200 hours and 1300-1500 hours today extended to 1730 hours. A-20 will tow target for 5th Army firing point.

0940 Sent message to 63rd FW and 64th FW., C-47 No. 531 depart Capo 1300 for Pamatulle. One VVIP on board.

1200 Lieutenant Anderson on duty.

1435 Message from 323 Wing and to 63 FW, 6505 - 6504-65-2 FCA's. P-38 callsign Grassland 66 ETD 1400 ETA 1830B area. NW to N Italy.

2000 At 0650B 26, B-24's leave Foggia area and ETR 1200. Altitude 20,000.

0001/25 Lieutenant Apostle on duty.

No further entries.

63/319

0375

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S E C R E T

6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-HRP/ASA
FIGHTER CONTROL AREA (P)

M.L.O.'S LOG FOR 0500 HRS., 23 AUGUST TO 0500 HRS., 24 AUGUST 1944.

0730 CPL. GERMANN AND LT. COTHREN ON DUTY.
0935 THE 0830 CO-OP PLANE IS DIS., SO IT WILL NOW BE FLOWN BY A DEFIANT AT 1015-1145; ALSO THE CO-OP AT 1400 HRS. TO 1500 HRS. SUPPOSED TO BE FLOWN BY AN A-20 WILL BE EITHER A DEFIANT OR A HURRICANE, AND THE BOSTON THAT WAS TO FLY COURSE 3 AT 1500 - 1700 HRS. WILL NOW BE FLOWN BY A DEFIANT OR A HURRICANE, AND IT WILL START AT 1530 HRS. INSTEAD.

1130 5TH ARMY FIRING 4 ROUNDS OF 90-MM AND 2 ROUNDS OF 75-MM, HEIGHT 10,000 Y 5,000, 1400 - 1500.

1200 LT. BENNETT AND PFC ROBERTS ON DUTY.

1800 LT. APOSTLE ON DUTY.

2235 C-53 NO. 531, ETD 0845 CAPODICHINO ETA RAMATUL, SOUTH FRANCE, 1100B. ONE VIP. MESSAGE SENT 63 F.W. M.L.O., 6505, 6502 FCA'S, 64 F.W.

0001/24 LT. BOND ON DUTY.

NO FURTHER ENTRIES.

S E C R E T

63/307

S E C R E T

HEADQUARTERS
6504TH FIGHTER CONTROL AREA (P)

SGT?HRP/tjh

MLO LOG FOR 0500, 22 August to 0500, 23 August 1944.

0730 Lieutenant Garrison on duty.
0830 From 323 Wing. B-17 Callsign Tomcat Foggia 0800 Foggia 1030 to area Baker. Relayed to 63rd Fighter Wing MLO, 6502 and 6505th FCA's.
1120 From 6505th Fighter Control Area, 1?9 C-47 ETD Rome Area 230800, enroute to UK via Gib. Message addressed to all concerned.
1200 Lieutenant Boss on duty.
1245 CO-OP for tomorrow 23 August 1944 alico a Harricon or dáfiont will carry out a low flying approack exercise from Capri to the Anchorge a/c will make four runs from 1400 - 1500. No firing will take place.
1800 Lieutenant Bond on duty.
2240 H-939 track passed by 6505. 1 a/c at 20,000 going south OH4010. Beaufighter Dudley 17 alerted.
2311 Hostile enters our area.
2320 Yellow alert all stations notified.
2345 Noticed signs of window.
0005/23 Lieutenant Garrison on duty.

From 534 Wing at 1850/22. - 5 Halifaxes, Brendise 1955 - Brendise 0400.
From 323 Wing at 2037/22 - 1 Wellington Foggia 1920 Foggia 0116/
From Twinning XV Air Force 2045/22 Intentions for August 23rd. Southern Germany and Northern Italy.

Lieutenant Boss on duty.

No further entries.

S E C R E T

53/292

S E C R E T

6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-HRP/ASA
FIGHTER CONTROL AREA (P)

M.L.O. LOG FOR 0500 HRS., 21 AUGUST TO 0500 HRS., 22 AUGUST

0640 2 B-17'S FROM FOGGIA AREA PRACTICE BOMBING AT BOTTE ISLAND IN THE PONZA GROUP. ETD 1300 ETA 1800. OVER TARGET BETWEEN 1400-1700 HRS. ALTITUDE 20,000. SOU NOTIFIED.

0800 LT. BOND ON DUTY.

0840 RECTOR 42 BALTIMORE 340 RADAR CALIBRATION, LOCAL. GUARDING CHANNEL "A".

0800 2 C-47 ETD CAPO 0700 B ETA DRAGOON 1000 B ETD DRAGOON 1130 B BY OFF ROUTE. MSG. SENT TO 62 FW, 6505 & 6502 FCA.

0855 ANSON ETD TORRETTA 0820B, ETA LITTORIA 1020B. VIP AND PASSENGERS ON BOARD. MSG. SENT 6505, 6502 FCA.

0900 BETWEEN 1800-1900 HRS., 1 BEAU WILL FLY WEST AT ALT. 100 FT. OR LESS FOR A DISTANCE OF 60 MI. FROM STATION AMES 8020.

0920 PRACTICE FIRING 1400, 1500, 1800, 1930 HEAVY AA POINT OF BURST Y-4601 TO Y-5401 HEIGHT 10000. THIS IS ADD FIRING FOR TODAY.

1040 MSG. SENT 6505 FCA ON C-47 #336 DEPARTED MARCIANISE 1026B ETA LITTORIA 1126B. TWO VIP'S ON BOARD.

1104 MSG. SENT 63 F.W. MLO 53A & 6505 - 6502 FCA ON MOSQUITO CALLSIGN TRUEMATE 14 ETD FOGGIA 1130B AREAS S-B-A-,-X WILL NOT RETURN.

1112 MSG. SENT 6505-6502-6500 FCA ON C-47 #046 DEPARTED MARCIANISE 1055B ETA BEVINCO 1230B. TWO VIP'S ON BOARD.

1115 NIGHT OF AUG. 23/24 200 C-47 WILL FLY FROM LIDO AREA BY APPRD. ROUTE TO CAPE COMINO, CAPE SPERONE, ORAN. 100 OF THESE C-47 GOING TO MARRAKECH, REMAINING 100 GOING TO GIB. NAME OF MOVEMENT BOOMERANG. 6505 FCA TO SEND OUT MESG. TO ALL FCA.

1200 LT. ANDERSON & PFC ROBERTS ON DUTY.

1220 MOSQUITO TRUEMATE ETD FOGGIA 1130 TO UNITED KINGDOM. RELAYED 63 FW, 6502, 6505 FCA.

1343 B-25 NUMBER 045 DEPARTED FROM MARCIANISE ETD 1322 ETA 1452 AT MALIGNONO, TWO VIP ABOARD. RELAYED TO 63 FW, 6502, 6505 FCA.

1432 SPITFIRE FLINTSPRING 3 ETD 1230 FOGGIA ETA 1600 FOGGIA AREA NORTH-NORTHWEST ITALY. MSG RELAYED TO 63 FW, 6502, 6505.

1453 18 B-26 ETD DECIMO 1600 AREA FLORENCE. 18 B-26 ETD DECIMO 1600 AREA FLORENCE.

1553 FROM A-3 62 FIGHTER WING: C-47 TRANSPORTING BLOOD PLASMA STARTING AUGUST 23RD. DEPARTING CAPO 0800B FOR RAMATULLE. RETURN TO CAPO 1300 B. LOCATION OF RAMATULLE 45111 ARMY GRID. MSG SENT 63 & 64 FIGHTER WINGS.

1725 C-47 #330 DEPARTED MARCIANIESE 1710B, ETA MARCIGLIANA 1800B. (INFO GIVEN MLO 6505 BY PHONE). VIP AND PARTY ON BOARD.

1800 LT. APOSTLE ON DUTY.

1950 A REQUEST FROM ATC OFFICER AT CAPODICHINO FOR AN A/C TO MAKE A TEST FLIGHT AFTER IAZ TIME. HE WAS REFERRED TO CONTROLLER.

2035 ONE WELLINGTON ETD 2005 ETA 0030 FOGGIA. TARGET: NICKELING BOLONA. PASSED TO 63 FW, MLO, 6505 AND 6502 FCA.

2239 X-461, 1 A/C DIRECTION S, OX-2622.

2244 CHANGED TO Q-461.

2257 X-919 PASSED FROM 6505 IN OS-5515 ALTITUDE 22000 DIRECTION S.E.

2307 X-919 CIRCLING OS-4245 ALTITUDE 19000 SPEED 220.

53/273

S E C R E T

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M.L.O. LOG, CONT'D.

2317 IDENTIFIED H-919, OT-1818, DIRECTION S.
2321-2323 YELLOW ALERT. ALL CONCERNED NOTIFIED.
2326 H-919 OY-4025, DIRECTION S.E.
2331 H-919 OY-3025, DIRECTION NORTH TURNING TO N.E.
2335 H-919 IN OY-4526 DIRECTION NORTHWEST.
2342 H-919 IN OT-0723 DIRECTION NORTHWEST.
2348 ALL CLEAR. ALL CONCERNED NOTIFIED.
2359 H-919 IN OT-4705 DIRECTION N.W.
0001 LT. APOSTLE ON DUTY.
NO FURTHER ENTRIES

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S E C R E T

HEADQUARTERS
6504TH FIGHTER CONTROL AREA (PROV) SCTTHRG/tjh

MLO LOG FOR 0500, August 20, to 0500, 21 August 1944.

0730 Lieutenant Apostle on duty.
0820 light ack-ack firing 20 rounds height 7,500 at 1100 hours. Y4714.
1028 C-47 - 514 ETD Macciantse 1005B ETA Lido Di Roma 1100B. 1 - VIP aboard. Relayed to 6505th, 6502nd FCA's.
1200 Lieutenant Bennett on duty.
1340 Message received from 323 Wing. Mosquito Treasmate 25 ETD 1430 for UK not returning. Message forwarded to 63rd F.W.
1415 Advised 323 Wing that VIP departed Marcianise 1400 ETA Bari 1445, C-53 #613 (323 Wing to forward information) information given to 323 Wing by phone, not enough time to send message.
1500 Message sent to 6500 FCA on arrival at Marcianse of 2 VIP's on board C-47. #846. Time of arrival 1438.
1625 7 Halifaxs take off Brindisi. 2020. Cross coast Cecina to Gorgona island. Target 60 miles north of Spezia. Time at target 0001. ETA back at base 0355. Relayed to all concerned.
1625 C-61 #654 ETD Marcianise 1627 ETA Bari 1845. From United Kingdom. Message sent to 63rd FW, MLO, - 53A, 6505 and 6502 FCA'S.
1800 Lieutenant Harrison on duty.
2000 From 323 Wing: 1 Wellington Nickelling Foggia 2010 Foggia 2315. Relayed to 63rd FW MLO, 6505, 6502 FCA's.
2100 From Costal Controller. 2 C-47's ETD Naples 210700 - BAA Dragoon 211000 ETD Dragoon 211130 ETA Naples 211430. Relayed to 63rd FW MLO, 6502 6505FCA's
2112 S in [illegible] 1326 X711 one a/c at 5.
2114 SE in [illegible] 6919 X711 one a/c at 5, speed 200.
2120 SE in [illegible] 4539 X711 one a/c at 10, speed 200.
2126 S in [illegible] 3837 X711 one a/c 10 showing Code I.
2156 Christmastree put on for what is believed to be Wellington returning to Foggia Area. Track B-450.
2210 Base Operation at Capo called and said AACS (EURC) received an airborne w/t transmitter from PBY #48358 that he expected to land at Capo in 15 minutes. I immediately instructed Capo tower to direct the PBY a/c to Pomiglino. Notified AAIO about the PBY but by this time a Bofor stop was already inforce for B-450, which turned out to be the PBY.
2212 Told Pomiglino to put on field lights for PBY to land.
2222 Bofors go on.
2225 PBY landed Pomiglino.
2250 B-24 #188 departed Pomig. for Castelucia.
2240 Received following information form operation Pomiglino. Lieutenant LEQUIEN (French) pilot PBY #48358. Squadron V.F.P. #1. Departed from Ajaccio. Said he filed clearance for Capo. But received no breifing against landing at Capo at night. MLO Naples received no advance warning
2300 Briefed Capo for emergency landing of a/c carrying litter patients.
2337 A/c OA-10, #981 was the a/c with the litter patients. This a/c also departed from Ajaccio.
0001/21 Lieutenant Apostle on duty.
0220 A/c violated IAZ at 0145. Wellington LP617 RAF Squadron 37, based at Torterella Italy. Pilots name: Flying Officer Lindley.
0320 This a/c crashed shortly after takeoff from Pomigliano on its return flight to Foggia.
Lieutenant Apostle on Duty. No further entries.

53/263

0380

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S E C R E T

6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-HRP/ASA
FIGHTER CONTROL AREA (P)

M.L.O. LOG FOR 0500 HRS., 19 AUGUST, TO 0500 HRS., 20 AUGUST 1944.

0730 LT. GARRISON ON DUTY.
SPITFIRE BROMIDE 34 ETD FOGGIA 0730 ETA 1100, AREA N.W. ITALY.
SPITFIRE FLINTSPRING 19 ETD 0745 ETA 1245 FOGGIA, AREA N.W. ITALY.
MESG. SENT TO 63 FW, 6505 & 6502 FCA'S.

0845 MESG. SENT 6500 FCA ON C-53 NUMBER 068 ETD MARCIANISE 0832B ETA BORGO 1015B. VIP ON BOARD.

1025 MESG. SENT 332-334 WING ON B-25 DEPARTS 0950 MARCIANISE CMA ETA MALTIGNONO 1125B. VIP ON BOARD; ALSO PHONE 6505.

1200 LT. ANDERSON ON DUTY. PFC ROBERTS ON DUTY.

1246 C-55, ITALIAN A/C ETD POMIGLIANO 1330 ETA NAPLES 1445. ESCORTED BY P-39 PILOTED BY COL. KIMBALL, CALL SIGN K-BALL.

1513 2 HALIFAX ETD BRINDISI 1945 ETA BRINDISI 0300. CROSS COAST AT CECINA 2215 TO GORGONA ISLAND CROSS WEST COAST OF SARONA 2315, TIME AT TARGET 2330. NOTIFIED AALO. RELAYED TO ALL CONCERENED.

1800 LT. BOND ON DY.

0001/20 LT. GARRISON ON DUTY.

0215 FROM 323 WING:
SPIT BROMIDE 35 FOGGIA 0730 FOGGIA 1100, AREA LOVE.
SPIT FLINTSPRING 16 FOGGIA 0730 FOGGIA 1115, AREA BAKER.
RELAYED TO 6502, 6505 FCA'S, AND 63 FW MLO.

NO FURTHER ENTRIES.

S E C R E T

63/254

0381

S E C R E T

HEADQUARTERS
6504TH FIGHTER CONTROL AREA (PROV)

SCT/MRP/tjh

MLS LOG FOR 0500, 18 August 1944 to 0500, 19 August 1944.

0725 Cancellation on flight of 2 B-17's numbers 250 and 253 sent to 63rd Wing.

0800 Lieutenant Bond on duty.

1030 Message sent 6500 FCA. B-25 #450 departed Marcianse 0950B. ETA 1110 Pevinco. - VIP on board. Information late to us. Received at 1030.

1035 Message sent 6501 FCA. B-25 #457 departed Marcianse 1034B. ETA Ajaccio 1219. - VIP on board.

1200 Lieutenant Cothren on duty.

1310 Spitfire, Flintspring 16 Foggia 1030, Foggia 1400. Area N.E. Italy.
Spitfire, Bromide 28 Foggia, 1030 Foggia 1330. Area N.E. Italy.
Message JAMAG, addressed to all sectors.

1800 Lieutenant Apostle on duty.

1910 Line check made, all OK. Sgt. Lisowski.

0001/19 Lieutenant Bond on duty.

No further entries.

53/246

S E C R E T

0382

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S E C R E T

6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-HRP/ASA
FIGHTER CONTROL AREA (P)

M.L.O.'S LOG FOR 0500, 17 AUGUST, TO 0500, 18 AUGUST '44

0730 LT. APOSTLE ON DUTY.
1103 SPIT BROMIDE 32 ETD 1130 FOGGIA ETA 1500 FOGGIA. N.W. ITALY.
SPIT BROMIDE 31 ETD 1100 FOGGIA ETA 1430 FOGGIA. N.W. ITALY.
HAS BEEN RELAYED TO ALL CONCERNED.
1155 RELAYED INFORMATION ON MESSAGE REFERENCE NUMBER MX28351 TO 6505
TO BE PASSED TO 6502. CONCERNS VIP.
1200 LT. BENNETT AND CPL. GERMANN ON DUTY.
1355 BROMIDE 31 CANCELLED. MESSAGE RELAYED TO ALL FCA'S.
1800 LT. GARRISON ON DUTY.
2010 SENT MESSAGE TO 63RD F.W. MLO:
2 B-17 POMIGLIANO 18 0730 POMIGLIANO 18 1630. NUMBERS 220 AND 252.
TO PHOTOGRAPH SARDINIA FROM 20,000 FT.
2015 FROM 334 WING: 8 HALIFAXES FOGGIA 1715 FOGGIA 0200.
2045 FROM 323 WING: 1 B-24 FOGGIA 2005 FOGGIA 0102.
RELAYED LAST TWO ENTRIES TO 63RD WING MLO. 6502, 6505 FCA.
2330 WEST IN 00-5718, X-750, ONE A/C, NO HEIGHT. RECEIVED FROM 323
WING AND PASSED TO GANDER.

0001/18 LT. APOSTLE ON DUTY.
NO FURTHER ENTRIES.

S E C R E T

53/235

0383

S E C R E T

HEADQUARTERS
6504TH FIGHTER CONTROL AREA (P) SCT/MRP/tjh

M.L.. LOG FOR 0500 16 August to 0500 17 August 1944.

0750 Lieutenant Garrison on duty.
0750 From 323rd Wing AMA 4,112 B-17 Foggia 0728 Foggia 1410. Area South France. Message addressed to all sectors.
1045 P-38 Convent GG, Foggia 1030 Foggia 1730 Area Easy, refuel at How. Spitfire Flintspring 16 Foggia 1030 Foggia 1530 area Easy. Message addressed to 63rd Ftr Wing, 6502, 6506 FCA's.
1150 B-25 BR 585 ETD Mariosnise 1130 ETA Benunco 1330 1 VIP. Message relayed to MLO 63rd Fighter Wing 53A.
1200 Private First Class Roberts on duty.
1217 P-38 convent 65 Foggia.
1240 Mosquito Tracemate 27 ETD Foggia 1400 areas How, Love and yoke. Not returning to home base. Relayed to 6505th, 6502nd and 63rd FW - 53A.
1300 16 August 28 rounds 3.7" point of burst &4515 at 8,000 feet 1706 hours Daily from 17 August 1944 until further notice 40 to 50 rounds 3.7" &4605 at 18,000 feet 17 to 1930 hours.
1542 YAK time for tonight 2032 to 0541.
1604 From 334 Wing. 2 Haliflax ETD 1945 out on route "B" cross coast Rapallo and Spexia to targets inland on western sector. Return to base at 0400/0500B. Has been relayed to all concerned. AALO and all sectors.
1915 Lieutenant Bond on duty.
2325 Hostile track H-53 passed from 323rd Wing, Foggia was received.
2330 On instructions from Controller passed information to all defense agencies and other sectors that we had a yellow alert.
2350 Hostile entered IAZ.
0015 Hostile left sector area for 6505. Notified them.
0005/17 Lieutenant Garrison on duty .
Called in the "All Clear" to all concerned.
0050 From 323rd Wing #AMA 13, received at 2215/16. 2 B-24 Foggia 2,000B Foggia 0258.
Lieutenant Garrison on duty.
No further entries.

S E C R E T

53/213

0384

SECRET

HEADQUARTERS
6504 H FIGHTER CONTROL AREA (P)   SCT/HRP/tjh

MLO LOG FOR 0500 14 August to 0500 15 August 1944.

0730 Lieutenant Apostle on duty.
0810 X 916 OK 2025 2 a/c altitude 30,000 Changed to hostile at o822. Was identified friendly by sector above.
0847 12 P-47 Naples 0915 to Alghero. Sent warning to 63rd Ftr Wing MLO.
0950 From 323 Wing. 256 B-24, 112 B-17, 40 P-38, 70 P-51 ETD 0700 - 0810 ETA 1200-1350. N.W. Italy Southern france. 158 B-24 ETD 1330-1348 ETA 1815-1925 Spexia target. 28 B-17, 50 P-51 ETD 1340-1355 ETA 1740-1900 Toulon Target. 28 B-17 ETD 0830 ETA Borgo 1125 Notified RFC and Controller.
1125 6505th Called down on a visual on 3 ME 109's going east at Altitude S of lake Bolsina. H-963 SE OM 0352. Faded at 1150
12 0 Lieutenant Boss on duty.
1340 Message Refere FAMA-5 received: P-38 Convent 100 ETD 1500 ETA 1900 Area Southern France message add to 6504 - 6505 and 63rd Wing.
1450 Message sent 63rd Ftr Wing - 26 B-24 ETD Castelluccio 1248 B. 30 B-24 ETD Torretto. 36 B-24 ETD Torretto 1208 B. Time over Toulon target area 1510 B. phoned MLO 6505 message ass to 62 FW, 6504 - 6505 - 6502.
1515 Message sent to 63 Wing, 6502 - 6505 - FCA. One B-25 number 357 departs Marcianise 1445 B. ETA Bevinco 1600 B. Stops at Littoria. New Yorker on board.
1615 Message sent 63rd Ftr Wing, 6502 and 6505 FCA's. One DC3 number FZ631 ETD Marcianise 1600 B. ETA Ajaccio 1815 B. Holland on board.

1800 Lieutenant Garrison on duty.
1800 Received top Secret intentions of 15th Air Force for night 14/15 August. Relayed to 62nd Ftr Wing, 6502, 6505 FCA.
1935 From the 323 Wing FAMA 8. 21 Wellington Foggia 2100 Foggia 0300/15. 29 Wellington 7 Halifaxes Foggia 1800 Foggia 0300/15. Re-Checked by phone 6505th FCA.
2030 From 323 Wing FAMA 10. 10 B-24 Foggia 2000 Foggia 0030/15. Rechecked with 6505 FCA. All messages addressed to 63rd Ftr Wing. 6505, 6502 FCA.
0001/15 Lieutenant Apostle on duty.
0114 Changed from friendly, X401 1 a/c at 11,000 OX5149 direction east.
0117 Notified 6505 FCA of X track.
0120 Changed friendly OX 5159 direction east speed 22o, Altitude 10,000.
0122 Notified 6505 FCA of change of identification. At 1120 a GOR station picked up a definite Code I and X401 immediately identified friendly.
0142 Checked 323 Wing but they were not plotting any single aircraft tracks at the moment so it is improbable that we shall be able to locate pilot and aircraft.
0314 Information on heavy bombers passed to RFC.
0415 Information on fighters passed to RFC.
0500 Lieutenant Apostle on duty.
No further entries.

SECRET

53/18C

0385

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S E C R E T

6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-HRP/ASA
FIGHTER CONTROL AREA (P)

M.L.O. LOG FOR 0500, 13 AUGUST TO 0500, 14 AUGUST 1944

0730 LT. COTHREN ON DUTY. SGT. DUGGAN ON DUTY.
0735 323 WING REPORTS FOR 15 AIR FORCE MESSAGE #AMA-2. TARGET GENOA.
97 B-24 FOGGIA 1020 FOGGIA 1520.
140 B-17 FOGGIA 1050 FOGGIA 1640.
TARGET SOUTH FRANCE:
365 B-24 FOGGIA 0900 FOGGIA 1730.
40 P-38 FOGGIA 1020 FOGGIA 1520.
208 P-51 FOGGIA 1020 FOGGIA 1545.
MESSAGE ADDRESSED TO ALL SECTORS.
0735 2 P-38 TAILPIECE 51 AND 55 FOGGIA 0445 FOGGIA 1000 AREA SOUTH FRANCE.
2 P-38 TAILPIECE 54 AND 57 FOGGIA 0530 FOGGIA 0930 AREA N.W. ITALY.
MSG. # AMA-1 FROM 323 WING ADDRESSED TO ALL SECTORS.
0735 TARGET SOUTH FRANCE:
28 B-24 MANDURIA 0900 MANDURIA 1608.
28 B-24 LECCE 0900 LECCE 1629.
28 B-24 SAN PANCRAXIO 0915 SAN PANCRAXIO 1635.
28 B-24 GROTTAGLIE 0930 GROTTAGLIE 1634.
MSG. #FE-102 ADDRESSED TO ALL SECTORS.
1050 P-38 CONVENT 73 FOGGIA 1200 FOGGIA 1850 AREA NAN, REFUEL AT ROGER.
MSG. RELAYED TO MLO 63 F WG, 6505, 6502 FCA.
1100 TARGET GENOA:
28 B-24 CASTELUCCIO 1020 CASTELUCCIO 1520.
31 B-24 TORETTO 1010 TORETTO 1510.
38 B-24 TORETTO 1030 TORETTO 1530.
ORIGINAL MESSAGE ADDRESSEDTO ALL SECTORS.
1200 LT. BENNETT ON DUTY.
1255 MOSQUITO FRIENDSHIP 7 FOGGIA 1400 FOGGIA 1915, AREA XRAY. MSG. SENT TO MLO 63RD F.WG., 6502 AND 6505 FCA'S.
1645 2 B-17 CALLSIGN ARMY 220 AND 253 ETD POMIGLIANO 14/0730. FLIGHT TO LAST 8 HOURS. OPERATING IN AREAS QUEEN AND BAKER AT 20,000. PHONED 323 WING; THEY ARE GOING TO INFORM ALL SECTORS CONCERNED SOUTH OF OUR AREA. PHONED MLO, 6505 FCA.
1800 LT. BOND ON DUTY.
0001/14 LT. GARRISON ON DUTY.
FROM 323 WING, AMA-8, 13TH AUGUST: TARGET GENOA:
50 WELLINGTONS, 7 HALIFAXES, 2 B-24'S, FOGGIA 1920, FOGGIA 0050.
MESSAGE RECEIVED AT 13/2100.
FROM 334 WING, AO-330, 13TH AUGUST: NO OPERATIONS TONIGHT. MESSAGE RECEIVED AT 13/1928. BOTH MESSAGES ADDRESSED TO AREAS CONCERNED.
0030 POMIGLIANO BASE OPS RECEIVED A SIGNAL FROM BORGO THAT C-47 744 WOULD ARRIVE HERE AT 0145/14. WARNED AALO, CONTROLLER, F.O.
FROM 15TH AIR FORCE, #FSW EASY 113: 112 B-24 FOGGIA 0700 FOGGIA 1350.
RELAYED TO 63 FW, 6502, 6505 FCA. NOTIFIED CONTROLLER, AALO, FO, RFC.
0130 FROM 323 WING: 2 P-38 TAILPIECE 45, 52 FOGGIA 0445 FOGGIA 1000.
2 P-38 TAILPIECE 46, 56, FOGGIA 0530 FOGGIA 0930. RELAYED TO 63 F.W., 6502, 6505 FCA'S.
NO FURTHER ENTRIES.

S E C R E T

53/168

0386

S E C R E T

HEADQUARTERS
6504TH FIGHTER CONTROL AREA (PROV)

SCT/HRP/tjh

MLO LOG FOR 0500 12 August 1944 to 0500 13 August 1944.

0730 Lieutenant Cothren on duty.

1142 1300 - 1500 hours light AA firing practice from 5th Army firing point at towed target. Y5202

1200 Lieutenant Garrison on duty.

1207 P-38 convent 50, Foggia 1330 areas X-ray. Nan, Fox final destination UK Spitfire Flintspring 8 , Foggia 1400 - Foggia 1700 area Nan. Spitfire Flintspring 17 Foggia 1300 - Foggia 1630 area Nan. passed to MLO, 63 FW 6505 6502 xxx F.CA

1224 Dakota number 892 ETD Marcianise 1211 ETA Ajaccio 1445. One VIP aboard passed to 6501 FCA.

1345 C-47 training flight Rome area August 13, 1944. ETD 0200 ETA 0600 Baker. Message #192 from 51st T.C. Wing also message #133 from 6505 FCA.

1500 Captain Crimm 1st Photo Charting Squadron, at Pomigliano called to make arrangements for clearing there B-17 photo a/c for photo missions south of Rome. Will start operations in the next two or three days depending on the weather. In clearing they will give the following information; Type of a/c ; Number and call sign; estimated time departure; estimated time of arrival; and Area of operation in Long. & Alt.

1635 Spitfire Bromide 30 ETD 1430 Foggia. ETA 1830 Foggia area S.W. Germany. Spitfire Bromide 41 Foggia 1430 Foggia 1730 area N & NW Italy. Message #AMA10, addressed to all sectors.

1800 Lieutenant Garrison on duty. No operation 334th Wing for night of 12/13 August #AO. Notified 63rd FW, 6502, 6505 FCA.

2055 15th Air Force has night operation exercise involving 300 heavy bombers for night 13 August 1944.

2100 Received cancellation on night operation 13 August from XV Air Force. Cancell entry 2055 August 12th. Notified 63rd FW, 6502, 6505 FCA.

2115 Received intentions of 15th Air Force day light mission to S. France Relayed to 6505, 6502 FCA and 63rd F.W.

2245 Lieutenant Bond on duty.

No further entries.

S E C R E T

53/156

0387

S E C R E T

6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-HRP/ASA
FIGHTER CONTROL AREA (P)

M.L.O. LOG FOR 0500, 11 AUGUST TO 0500, 12 AUGUST 1944

0730 LT. GARRISON ON DUTY.
460 B-24 FOGGIA 0700-0900 FOGGIA 1200-1430 TARGET S. FRANCE N. ITALY
140 B-17 " " " " " " " " "
214 P-51 " " " " " " " " "
85 P-38 " " " " " " " " "
PASSED TO 63RD F.W., 6502, 6505 FCA. MESSAGE #AMA 1 AUG. 11. XV AF (323 WING).
1055 REC'D CANCELLATION MESSAGE FROM XV AF ON MISSION TO S. FRANCE, N. ITALY, REF AMA 1 AUG 11.
1200 CANCEL ENTRY OF 2000 ON 10 AUG. 44. B-25 WITH ONE VIP ABOARD TO DEPART MARCIANISE AT 1300/11 TO PHOTOGRAPH HARBOR AT NAPLES, CIVITAVECCIA AND PIOMBINO.
LT. BENNETT ON DUTY.
1215 SPIT FLINTSPRING 19 ETD FOGGIA 1300 ETA 1630 AREA X-RAY.
SPIT BROMIDE 25 ETD FOGGIA 1300 ETA 1630 AREA WILLIAM.
1355 B-25 NR. 457 ETD MARCIANISE 1300 HRS. ETA BORGO 1430 HRS., 1 VIP VIA ROME AND ORBETILO. B-25 NR. 357 ETD MARCIANISE 1326 HRS. ETA BAVINCO 1500 1 VIP.
1745 X-458 SE IN OS-5357 1 A/C AT 30,000.
1746 X-458 SE IN OS-5159 1 AC AT 28,000.
1747 " E " OT-5003 1 A/C AT 28,000.
1748 " E " OT-4908 1 A/C AT 28,000.
1749 " SE " OT-4212 1 A/C AT 27,000, SPEED 350.
1750 " E IN OT-4221 1 A/C AT 27,000 SPEED 350/
1752 " E " OT-4223 1 A/C AT 27,000 SPEED 350.
1753 " E " OT-4226 1 A/C AT 27,000 SPEED 350.
1754 " NE " OT-4332 1 A/C AT 27,000 SPEED 210.
1754 " E " OT-4228 1 A/C AT 27,000 SPEED 210.
1757 " NE " PP-4903 1 A/C AT 27,000 SPEED 250.
1759 " NE " PP-5107 1 A/C AT 27,000 SPEED 250.
1807 X-458 CHANGED TO P-458.
1810 LT. BOND ON DUTY.
1830 NIGHT BOMBERS STANDING DOWN FOR NIGHT 11/12 AUG. XV AIR FORCE #E-1343.
2100 BOFORS STOP FOR NAVY VENTURA TO TAKE OFF ON VERY IMPORTANT MISSION. REQUEST MADE BY ADMIRAL HEWITT. A/C GOING TO MALTA.
2115 INTENTIONS OF XV AIR FORCE FOR AUG. 12 FORWARDED 63 FW, 6505, 6502 FCA.
2325 7 HALIFAXES ETD BRINDISI 2230 ETA BRINDISI 0315. NOTIFIED 6505 FCA.
2340 FROM THE 15 AIR FORCE (DIRECT): 110 B-24 FOGGIA 0700/12 FOGGIA 1500/12 TARGET S. FRANCE. RELAYED 6505, 6502, 63 F WG.
0001/12 LT GARRISON ON DUTY.
C-47 CALLSIGN DOLLEY NAN ETD TARQUINIA 0030/11 ETA POMIG. 0230/11. MLO 6505 FCA MADE REQUEST FOR THIS NIGHT FLIGHT AND ALSO SAID THE A/C WOULD CALL ON CHANNEL "C" FOR SEARCHLIGHT HOMING TO POMIGLIANO.
0120 ABOVE FLIGHT POSTPONED INDEFINITELY.
0125 4 P-38 TAILPIECE FOGGIA 0445 FOGGIA 0845 (#31,58,32,52) AREA XRAY.
P-38 CONVENT 26 FOGGIA 0545 FOGGIA 1245 AREA NAN REFUEL AT ROGER.
P-38 CONVENT 81 FOGGIA 0600 FOGGIA 1100 AREA JIG, XRAY.
SPIT FLINTSPRING 8 FOGGIA 0700 FOGGIA 1030 AREA JIG, ZEBRA, WILLIAM

53/142

S E C R E T

0388

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M.L.O. LOG, CONT'D.

0125 SPIT BROMIDE 32 FOGGIA 0800 FOGGIA 1145 AREAS JIG, X-RAY. RELAYED TO MLO, 63 FW, 6502, 6505 FCA.
0215 DOLLY NAN AIRBORNE FROM TARQUINIA AT THIS TIME.
0335 DOLLY NAN PANCAKED AT POMIGLIANO.
0340 H-297 GOING EAST IN OP-4450, 1 A/C AT 1.
0341 H-297 GOING EAST OQ-4510, 1 A/C AT 1. THIS WAS THE LAST THING ON THIS FROM INTERFILTER NET. OUR RADAR PICKED UP NOTHING ON THIS.
0410 323 WING REPORTS FOR 15 AIR FORCE MESSAGE #AMA2 TARGET SOUTH FRANCE.
88 B-24 FOGGIA 0740/0800 FOGGIA 1240/1300.
140 B-17 FOGGIA 0825/0905 FOGGIA 1315/1255.
85 P-38 & 50 P-51 FOGGIA 0830/0850 FOGGIA 1200/1330.
TARGET GENOA:
370 B-24 FOGGIA 0700/0832 FOGGIA 1405/1505
164 P-51 FOGGIA 0805/0855 FOGGIA 1300/1400

NO FURTHER ENTRIES.

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S E C R E T

HEADQUARTERS
6504TH FIGHTER CONTROL AREA (PROV)
APO 650 US ARMY

SCT/HRF/tjh

MLO OFFICERS LOG FOR 0500, 10 August to 0500, 11 August 1944.

0730 Lieutenant Bond on duty.

1200 Lieutenant Andersen on duty.

1800 Lieutenant Garrison on duty.

2000 All balloons will be down in harbor area by 11-1100B when one B-25 with VVIP aboard will stooge at low altitude taking pictures.

2015 323 Wing and 6505th FCA report no night flying for our area.

2245 P-38 Convent 161, Bari 110630, to area Roger for briefing. Passed message to MLO 63rd Fighter Wing, 6502 and 6505th FCA's, also sent: Mosquito Friendship 18 Foggia 110700.

2315 Forwarded 15 Air Forces intentions for attacking target in S France on 11th of August. To 63rd Fighter Wing, 6502nd and 6505th FCA's

No further entries.

S E C R E T

53/124

0390

6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-HRP/ASA
FIGHTER CONTROL AREA (P)

M.L.O. LOG FOR 0500, 9 AUGUST TO 0500, 10 AUGUST '44

0730 LT. STRAHAN ON DUTY.

0900 SEE LOG 080900 B-24 FLEW AS PER FLIGHT PLAN BUT DID NOT SHOW IFF; HOWEVER A VISUAL WAS OBTAINED TO IDENTIFY IT. THIS LACK OF IFF WAS REPORTED TO 323 WING.

0920 ONE SPITFIRE CALLSIGN FLINTSPRING 16 ETD 9/0930B SAN SEVERO, ETA 10/1330 SAN SEVERO. OVER AREA X. MESSAGE SENT 6500, 6501, 6502, 6503, 6505; PHONED MLO 6505.

0935 HUDSON CALLSIGN BW619 DEPARTED POMIGLIANO 90923B. DIRECT TO GIBRALTAR ETA 91623B. VIP ON BOARD. MESSAGE SENT GIBRALTAR.

1125 ETD ON SPITFIRE FLINTSPRING 16 CORRECTED TO 1100B, ETA CORRECTED TO 1400B, AREA X. MESSAGE SENT TO ALL FCA'S; PHONED MLO 6505.

1200 PFC ROBERTS ON DUTY.

1227 P-39 TRUEMATE 13 DEPART FOGGIA 1400 HRS AREAS QUEEN, XRAY, NAN, AND EASY THEN ON TO U.K.

1330 C-47 TRAINING FLIGHT ROME AREA MESSAGE #A192F FROM 51 TC WING. ETD 100200 ETA 100600 BAKER. ROUTED AS FAR SOUTH AS ANZIO ONLY. CHECK PRE PLOT BOARD.

1335 I.A.Z. TIME TONIGHT, 2041 - 0534.

1620 PRACTICE FIRING TOMORROW AUG. 10, 0800-1200 HRS., AA FIRING AT TOWED TARGET FROM 5TH ARMY FIRING POINT, % Y-4803/.

0001/10 LT. STRAHAN ON DUTY.

0002 RELAYED INTENTIONS OF 87 WING TO 6502 AND 6505.

0120 RELAYED INTENTIONS OF 42 B W TO 6502 AND 6505.

0218 RELAYED 15TH AF INTENTIONS TO 6502 AND 6505.

0232 RELAYED 334 WING "NIL OPERATIONS" TO 6505.

NO FURTHER ENTRIES.

6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT/HRP/tjh
FIGHTER CONTROL AREA (P)

M.L.O. LOG FOR 0500, 8 August to 0500, 9 August 1944.

0730 Lieutenant Garrison on duty.
0735 Mosquito Friendship 12, Foggia, 0700, Foggia 1245.
Spitfire Flintspring 1, Foggia, 0900, Foggia 1230.
Spitfire Bromide 26, Foggia, 0900, Foggia 1230.
All relayed to 6500, 6501, 6502,6503, 6505 F.C.A.'s.
0740 Two SOC's ETD tran to 0700, ETA NAPLES, 0950 - Sea route south over Capri. To come along side the Augusta - From 323 Wing. B-17 ETD AMENDOLA 0700,ETA NAPLES 1030 on calibration test run at 18,000 - From 323 Wing. Notified Controller, F.O. and AALO.
0843 Mosquito Truemate 26, Foggia 1100 B to UK. Notified all Ftr Control Areas.
1200 Lieutenant Bennett on duty.
1505 Nutmeg to run a B-24 over city between 0815 - 1000 hours, 9 August, Alt. 18,000, call sign Bootblack A - AA advised.
1545 Phone from 323 Wing on Mosquito "Truemate" 13, area 6-7-13, land at San Severo at 1645 hours. Phoned 6505, message sent to 6500, 6501, 6502, 6503, 6505.
1800 Lieutenant Strahan on duty.
1815 Informed NOIC and SCU regarding C-47 training flights.
1900 IAZ times, 2043 B to 0533 B, Capo and Pomig. informed.
1915 A B-24 will fly over Naples harbor from 09 0800 B to 09 0850 B. a/c will come from Foggia ETD 09 0715 B. ETR 09 1050 B. Controller and AALO informed.
2025 At 2145 Dudley 45 on homing and searchlight misson.
2030 Relayed to 6502 and 6505 MATAF signal no operations tonight.
2031 Relayed to 6502 and 6505, 87 Wing intentions.
2045 Briefed Capo and Pomig base ops to make certain that a/c do not take off after IAZ time and suggested that planes departing near IAZ time clear at least ten minutes before, and that the pilots be informed that they must be at least 7 miles from base at IAZ time, otherwise they maybe fired upon.
2110 4 B-24's may land at Pomig about 090300.
2115 Warned 6505 Army 53 on 290° from Foggia to Borgo on channed "C".
2015 Aircraft have been taking off from Capo wit out clearance and apparently flying through the area of 6505. Called base ops at Capo on this and was informed that all the numbers of these a/c have been turned into Lieutenant Baker at Capo for appropriate action. Captain Louis of 6505 has been informed of this action.

0001/9 Lieutenant Garrison on duty.
0200 96 B-24's, Foggia 0330 Foggia 0735 on training flight - route Base Licosa Pt. (0350B - 8,000 feet). 39° 47 N 15° 49 E (0700 B 19,000 feet). Base. Received from 323 Wing by phone.

No further entries.

53/92

0392

S E C R E T

6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-HRP/ASA
FIGHTER CONTROL AREA (P)

M.L.O. LOG FOR 0500, 7 AUGUST TO 0500, 8 AUGUST 1944

0520 LT. BOND ON DUTY.

0915 2 GROUPS 36 C-47 ETD ROME 1100, ETA ROME ----. ROUTE: REF. ENTRY 1930/06, FLYING REVERSE COURSE.

1200 SGT. DUGGAN ON DUTY. LT. ANDERSON ON DUTY.

1540 TWO HALIFAXES BRINDISI 2130 BRINDISI 0235 OPERATING OUR AREA. REC'D BY MESSAGE #AO 291 FROM 334 WING. ADDRESSED TO ALL SECTORS.

2333 PASSED THIS INFORMATION RECEIVED FROM 323 WING TO 6505 FCA. H-78, 1 A/C AT 20, PK-4520, SOUTH.

2335 H-78 1 A/C AT 20, PK-2010, SOUTH PASSED TO 6505.

2347 CANCEL NIGHT FLYING 334 WING, #AO 293.

2350 H-78, 1 A/C AT 20, PP-2523, S.W. PASSED TO 6505 FCA.

2358 H-78 A/C AT 20, PP-2212 S.W.

0001/08 H-78 A/C AT 20, PP-1025, S.E.

0006 H-78 A/C AT 20, PP-0850, S.E. PASSED TO 6505 FCA.

0012 LT. BOND ON DUTY. THE H-78, ONE A/C AT 20, DID NOT ENTER OUR SECTOR BOUNDARIES.

NO FURTHER ENTRIES.

S E C R E T

53/77

0393

S E C R E T

6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-HRP/ASA
FIGHTER CONTROL AREA (P)

M.L.O. LOG FOR 0500, 6 AUGUST TO 0500, 7 AUGUST 1944

0745 LT. APOSTLE ON DUTY.
0930 SPITFIRE CALLSIGN FLINSTSPRING 19 ETD 609208 FOGGIA ETR 612158 FOGGIA, AREAS 7 & 8. MSG. SENT TO 6500, 6501, 6502, 6503, 6505 FCA; PHONED MLO 6505.
1100 BETWEEN 1100-1600, VVIP WILL ARRIVE LICOSA PT. FROM ELMAS, CALLSIGN IS "OUTLOOK".
1200 LT. BOND ON DUTY.
1335 I.A.Z. TIME TONIGHT 6/2045 TO 7/0530.
1515 P-38 CONVENT 161 ETD 1030 FOGGIA ETA FOGGIA 1430 AREA YUGOSLAVIA. P-38 CONVENT 84 ETD FOGGIA 1100 FOGGIA 1515, N.W. ITALY AND FRANCE, REFUEL CORSICA. P-38 CONVENT 76 ETD 1200 FOGGIA ETA FOGGIA 1930. N.W. ITALY AND FRANCE, REFUEL CORSICA.
1800 4 HALIFAX, 1 LIBERATOR, FOGGIA 2200, FOGGIA 0400. ADDRESSED TO ALL FC AREAS, NOTIFIED AALO, RFC, FO.
1930 NIGHT FLYING PROGRAM FROM ROME AREA: 150 - 200 C-47 ETD ROME 0100/7 ETA ROME 0500/7. ROUTE FOLLOWED: ELBA, ANZIO, LICOSA PT. (0300-0330) MONTE CORVINO DIRECT TO BASE (0330 - 0400).
2030 BOTH POMIGLIANO AND CAPODICHINO INFORMED OF I.A.Z. TIMES (2045-0530). POMIGLIANO REPORTED NO FLYING PROGRAM, EXCEPT FOR 346 AND 416 SQDNS.
2055 BOFORS STOP.
CALLED POMIGLIANO. THEY HAD A B-24, #279, TAKE OFF 2042 FOR SAN PANCRAZIO WHICH THEY DID NOT GIVEX ANY ADVANCE WARNING TO MLO OF ITS TAKE OFF. PILOT'S NAME AND SQUADRON COULD NOT BE OBTAINED.
2057 BOFORS GO ON.
2230 NOTIFY FLYING CONTROL OF ALL A/C COMING FROM UNITED KINGDOM.
0001/07 LT. APOSTLE ON DUTY.
0016 BASE OPERATIONS POMIGLIANO CALLED ON AN L-4 A/C WITH NO CLEARANCE. AALO INFORMED.
0025 L4 P/C.
0103 6 B-24'S OF 15 AF FLEW THROUGH I.A.Z. A/C WERE SHOWING. REQUESTED 323 WING TO CONTACT 15TH AND GET FULL INFORMATION ON FLIGHT.
0125 15 AF CLAIMS THEIR AIRCRAFT WERE ON LOCAL FLIGHTS AND ALL B-25 AND B-24 A/C HAVE P/C; ONLY B-17'S REMAIN A/B. A VISUAL WAS OBTAINED BY A.A. ON 6 B-24'S WHICH HAVE NOT HAD TIME TO RETURN TO BASE. FULLEST INFORMATION POSSIBLE.
0425 NOTIFIED AALO THAT 6 SPITFIRES WOULD BE A/B FROM CAPODICHINO AT 0500 ON MISSION TO CAPRI, SALERNO AND RETURN AT 0615. ALTITUDE 18,000.
0514 NOTIFIED AALO AS SPITFIRES ABOUT TO BE A/B.

NO FURTHER ENTRIES.

S E C R E T

53/68

0394

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6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-HRP/ASA
FIGHTER CONTROL AREA (P)

M.L.O. LOG FOR 0500, 5 AUGUST TO 0500, 6 AUGUST 1944

0739 MOSQUITO FRIENDSHIP 15 SAN SEVERO 0800 ETA 1345 SAN SEVERO. AREA GEORGE. SENT TO 6500, 6501, 6502, 6503, 6505 FCA'S.
0740 RFC, POMIGLIANO AND CAPO. BASE OPERATIONS WARNED EARLIER IN MORNING ABOUT ACK ACK PRACTICE AT SAN STEFANO TONIGHT, 2200 TO 2215.
1000 TAILPIECE 56 ETD FOGGIA 0950 TO GROSSETO ETR 1245, 25000 FT. 6505 INFORMED.
1008 WARNED 6500, 6501, 6503, 6505 ON P-38 CONVENT 57, ETD FOGGIA 1030B, ETR 1900, AREA G, REFUELD AT CORSICA.
1019 RELAYED 57 WING INTENTIONS TO 6502 AND 6505.
1100 LT. GARRISON ON DUTY.
1120 TWO P-38, TAILPIECE 51 AND 52 FOGGIA 1200, FOGGIA 1630, AREAS Q AND G. RELAYED MESSAGE TO 6500, 6502, 6503, 6505, 6501 FCA'S. PHONED 6505 FCA.
1200 LT. APOSTLE ON DUTY.
1410 SPITFIRE FLINTSPRING 9 ETD 5/1530B FOGGIA, ETA 5/1645 FOGGIA. AREA YOKE. MESSAGE SENT TO 6500, 6501, 6502, 6503, 6505 FCA, PHONED 6505 MLO.
1800 LT. BOND, FLYING CONTROL, ON DUTY.
2050 HOSTILE A/C PASSED BY INTERFILTER NET AS ORBITING IN OBOE DAN 1010. FILTER CLERK THOUGHT A/C PLOT WAS OBOE NAN & THIS INFORMATION WAS PASSED TO ADJACENT SECTORS. 6505 WAS PREPARING TO ACT UPON THIS INFORMATION WHEN RADIO OPERATOR REPORTED HIS INCORRECT USE OF THE PHONETIC ALPHABET. TRACK IS IN OBOE DOG 1010, WHICH IS WELL OUT OF THIS OR ADJACENT SECTOR'S AREA.

0001/06 LT. STRAHAN ON DUTY
0020 RELAYED 42 B.W. INTENTIONS TO 6502 AND 6505.
0210 2 P-38 ETD FOGGIA 0300 ETR 0830, CALL SIGN TAILPIECE 47 AND 55, AREA GEORGE. (SAME AS OLD AREA 6).
2 P-38'S ETD 0330 FOGGIA ETR 0600, TAILPIECE 34 AND 31, AREA YOKE (SAME AS OLD AREA 7). 6500, 6502, 6503, 6505 FCA NOTIFIED.
0235 RELAYED FLIGHT CLEARANCE OF 49 B W TO 6500, 6502, 6505,
0400 190 B-17'S, 594 B-24'S WITH AN ESCORT OF 100 PLUS P-38 AND P-51 ETD FOGGIA 0750 TO 0857B, ETR FOGGIA 1430 TO 1610B. TARGET SOUTH FRANCE. PASSED TO 6502, 6505. RFC ALSO INFORMED.
NO FURTHER ENTRIES.

53/50

0395

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6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-HRP/ASA
FIGHTER CONTROL AREA (P)

M.L.O.'S LOG FOR 0500, 15 AUGUST TO 0500, 16 AUGUST

0730 CPL. GERMANN AND LT. COTHREN ON DUTY.
0740 MSG. TOO 1422B FROM 49 WING RECEIVED; WAS RELAYED FROM HERE TO OTHER F.C. AREAS.
0745 MSG SENT ALL F.C. AREAS: SPITFIRE CALLSIGN FLINTSPRING 16 ETD 0800 ETA 1145. AREA EASY. SPITFIRE BROMIDE 40 ETD 0800 ETA 1130 AREA HOW. P-38 TAILPIECE 45 ETD 0700B, AREA HOW, RETURNING LATE AFTER-NOON.
0800 REFERENCE ENTRIES 0314/14 AND 0415/14. FROM THE 323 WING #AMA 1 AND #AMA 3: TARGET S. FRANCE:
208 B-24 FOGGIA 0230 FOGGIA 1030.
96 B-17 FOGGIA 0330 FOGGIA 1025.
210 B-24 FOGGIA 0925 FOGGIA 1645.
28 B-17 FOGGIA 0925 FOGGIA 1645.
ESCORT:
116 P-51 FOGGIA 1010 FOGGIA 1430.
32 P-38 FOGGIA 1025 FOGGIA 1430.
1000 MSG SENT MLO 6505 FCA: C-51 #734 DEPARTS MARCIHISE 0941B, ETA LIT-TORIO 1111B. V.I.P. ON BOARD.
1115 CAPT. PECK INSTRUCTS THAT ALL MSGS ON 15TH AIR FORCE BOMB MOVEMENTS AND 323 WING INTENTIONS BE GIVEN 63RD WING EVEN IF SAME IN ADDRESS. 63RD WING HAS NOT BEEN GETTING THESE INTENTIONS.
1117 MSG. SENT BARI: B-25 #094 DEPARTS MARCIANISE 1102B. ETA BARI 1145B. ONE V.I.P. ON BOARD.
1140 C-53 #313 DEPARTS MARCIANISE 1117B. ETA LIDO 1200B. V.I.P. ON BOARD. MSG. SENT 6505.
1200 LT. GARRISON AND SGT. DUGGAN ON DUTY.
1225 P-38 CONVENT 73 FOGGIA 1200 FOGGIA 1900, AREA SOUTH FRANCE. MSG FROM 323 WING #AMA 815. ALL SECTORS INCLUDED IN ORIGINAL ADDRESS.
1430 STANDARD ADDRESS FOR ALL MOVEMENTS COMING FROM 323 WING OR 15TH AIR FORCE: (1) 63RD F.W., MLO - 53A. (2) 6505 F.C.A. (3) 6502 F.C.A. TO BE RELAYED ON.
1650 FROM 2200 TO 2215/15 B THERE WILL BE A PRACTICE BLACK OUT AT CASERTA. AUTHORITY P.A.D.
1800 LT. APOSTLE ON DUTY.
2145 FROM 323 WING AMA 14:
54 WELLINGTONS ETD 1860 ETA 0400.
7 HALIFAXES ETD 1860 ETA 0400.
2 B-24'S ETD 1850 ETA UNKNOWN.
2 B-24'S ETD 2000 ETA UNKNOWN.
1 B-24 ETD 1945 ETA 0505.
RELAYED TO 6505, 6502, 63 F.W.

0001/16 LT. BOND ON DUTY.
NO FURTHER ENTRIES.

53/196

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6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-HRP/ASA
FIGHTER CONTROL AREA (P)

M.L.O. LOG FOR 0500, 4 AUGUST TO 0500, 5 AUGUST 1944

0730 LT. GARRISON ON DUTY.
0750 MOSQUITO TRUMATE 22, FOGGIA 1000, UK NO ETA. PHONED FROM 323 WING. RELAYED TO 6500, 6501, 6502, 6503, 6505; RECHECKED BY PHONE 6505.
0800 ONE BEAUFIGHTER MARCIANISE 0900, MARCI 1200. CALIBRATION FLIGHT FOR #890, FLY AT 12,000 FT. AZIMUTH OF 310° FROM #890. ALL CONCERNED WERE INFORMED.
0810 CATSEYE MISSION, ROUTE H FOR HOW, HALIFAX FOGGIA 0830 FOGGIA 1200.
1000 P-38 COMBAT TO GOFFIA 1030 FOGGIA 1830 TO S. FRANCE. SENT MESSAGE TO 6500, 6502, 6503, 6505.
1144 OX-4035, Q-482, 50 PLUS A/C BELIEVED BY THE FILTER OFFICER TO BE ECHOS ON PPI TUBE AT #14019.
1148 EAST OX-3055, P-482, 50 PLUS A/C. DID NOT BELIEVE TO BE HOSTILE ALTHOUGH NOT SHOWING.
1152 NE IN OY-3404, X-482, 50 PLUS A/C. TRACK PERSISTED, SO DECIDED TO TAKE NO CHANCES AND CALLED IT "X".
1155 YELLOW CONDITION.
1158 RED CONDITION, AND CANCELLED ON SAME CALL.
1200 N.E. IN OY-3404, Q-482, 50 PLUS A/C. FILTER IS SURE IT IS NOW FAULT OF RADAR. ALL CLEAR CONDITION GIVEN BY CONTROLLER.
LT. APOSTLE ON DUTY.
1300 TRAINING FLIGHT OF 18 C-47'S FROM ROME ETD 1500 ETA 1730. COURSE: SOUTH CROSSING COAST PIOMARE GRANDE TO OW-5520 TO MONTE CIRCEO AND BASE. COULD NOT CONTACT EITHER NOIC OR CAPT. WHITTIER TO RELAY INFORMATION. NOTIFIED RFC, MLO, 6505 FCA.
1308 MESSAGE SENT THROUGH M/C TO NOIC ON C-47 TRAINING FLIGHT.
1610 NIGHT FLYING TONIGHT FROM POMIGLIANO, B-25 #094, VHF CHANNEL #C, 2100 TO 2200. 3 MILE RADIUS OF FILED AVOIDING THE IAZ. IFF WILL BE ON. CONTROLLER AND AALO NOTIFIED.
1700 P-38 CONVENT 153 FROM FOGGIA IN THIS AREA FLEW DIRECTLY OVER SALERNO, PLOTTED AS 3 PLUS A/C AT 26,000 NOT SHOWING. 323 WING ASKED TO NOTIFY SQUADRON OF THIS.
1800 LT. STRAHAN ON DUTY.
2000 ACK ACK PRACTICE FIRING TOMORROW: 1330 - 1500 MARTINETT OR DEFIANT WILL TOW TARGET FOR SHIPS SOUTH OF ANCHORAGE. 1500 TO 1700, A-20 WILL FLY A RADAR TRACKING MISSION (NO FIRING). AREAS 1,2,3; ALTITUDE 8 TO 12 THOUSAND FEET.
2015 RELAYED 87 W. INTENTIONS TO 6505, 6502.
0001 LT. STRAHAN ON DUTY.
0013 RELAYED MATAF INTENTIONS TO 6505 & 6502.
0150 RELAYED WEBSTER'S INTENTIONS TO 6502 & 6505.
NO FURTHER ENTRIES.

6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-HRP/ASA
FIGHTER CONTROL AREA (P)

M.L.O. LOG FOR 0500, 3 AUGUST TO 0500, 4 AUGUST 1944

0800 LT. BOND ON DUTY.
0815 ONE MOSQUITO, CALL SIGN FRIENDSHIP 18, ETD 1000B FOGGIA, ETA 1530 FOGGIA, AREAS YOKE AND GEORGE. MESSAGE SENT TO 6500, 6501, 6502, 6503, 6505; PHONE 6505 MLO.
0900 ONE P-38 CALL SIGN CUPPER 12, ETD 1000B SAN SEVERO, REFUEL AT BORGO, AREAS BAKER YOKE GEORGE ROBERT U.K. MESSAGE TO 6500, 6501, 6502, 6503, 6505; PHONED TO 6505 MLO.
1020 LT. GARRISON ON DUTY. JUST NOW RECEIVED MOVEMENT FROM 325 WING:
150 BAKER 24) ETD FOGGIA 0800, ETA FOGGIA 1400.
168 BAKER 17) TARGET: SOUTH GERMANY.
100 PETER 38) NOTIFIED CONTROLLER, R.F.C., F.O., A.A.L.O., 6500,
100 PETER 51) 6501, 6502, 6503, 6505 FCA'S.
1124 A.A. ADVISES CALIBRATION BALLOON WILL FLY AT Y-4604 TILL FURTHER NOTICE.
1200 LT. GARRISON ON DUTY.
1400 RELAYED TO N.O.I.C. NAPLES MESSAGE RECEIVED FROM THE 51ST TROOP CARRIER WING #A43F. THE MESSAGE REFERRED TO FOUR LARGE TRAINING FLIGHTS ON 4 AUGUST. ROUTE: GALERA, C. LINARO, MONTE.
1500 RELAYED INTENTIONS OF STRATEGIC NIGHT BOMBERS TO 6500, 6501, 6502, 6503, 6505. BOMBERS, 91 IN ALL, WELLINGTONS, HALIFAXES, LIBERATORS. NOTIFIED AALO, CONTROLLER, RFC. ETD 1900 TO 1930. ETR 0220 TO 0300.
1735 2 VENTURA A/C WILL DO CIRCUITS AND BUMPS AT POMIGLANO BETWEEN HOURS 2030 TO 2135. THESE ARE NOS. UNCLE & VICTOR. NOTIFIED AALO, CONTROLLER, RFC, FO.
1800 LT. STRAHAN ON DUTY.
1950 RELAYED ETD AND ETR ON STRATEGIC INTENTIONS (SEE LOG 1500).
1911 X-465, 1 A/C NOT SHOWING, ANGELS 26, Y-5247, S.W.
1915 CHANGED TO "P". P-47 HIGH ALTITUDE MISSION.
2000 1 WELLINGTON ETD FOGGIA 2105 ETR 0020. NICKELING BATTLE AREA. RE-LAYED TO 6505 BY PHONE.
2030 15TH AIR FORCE ATTACK PORTE LES VALANCES M/Y AT 03/2340 TARGET TIME. 15 A.F. DAY BOMBING OPERATIONS TARGETS IN SO. GERMANY. (SIGNAL GAVE NO FURTHER DATA). RELAYED TO 6505 AND 6502.
2115 ACK ACK PRACTICE FOR TOMORROW:
0830 - 1700, HAA ON TARGET TOWED ON COURSE 1 P.B. Y-4501 AND Y-5401.
0900 - 1130, DEFIANT OR MARTINET WILL TOW SLEEVE FOR SHIPS IN SOUTH ANCHORAGE.
2125 32 B-24 ON TRAINING FLIGHT AT 1000 FT. ETD 04/0200 SAN GIOVANNI - BARLETTA, META POINT - TARANTO - TOE - ALICE POINT - POINT LICOSA - TERMOLI - FOGGIA - BASE.
2200 C-47 ARMY #348 ARRIVED LATE FROM ELMAS WITH A VIP ABOARD NECESSITA-TING A BOFORS STOP FROM 2125 TO 2152. PILOT WAS LT. WARD. HE SAID THAT HE HAD MADE ARRANGEMENTS WITH SECTOR CONTROL AT ALGHERO TO WARN US BUT NO SIGNAL WAS RECEIVED BY US. HIS RADIO FAILED (VHF) AND HIS IFF WAS NOT WORKING. OF COURSE HE DID NOT KNOW THE LATTER WAS OUT UNTIL WE INFORMED HIM.
2343 X-485, 1 A/C, PP-4809, N. CALLED 323, WHO IDENTIFIED IT AS FRIENDLY, A PLANE ON A SPECIAL EXERCISE FLYING WITH IFF TURNED OFF.
0001/04 LT. BOND ON DUTY.
NO FURTHER ENTRIES.

6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-HRP/ASA
FIGHTER CONTROL AREA (P)

M.L.O. LOG FOR 0500, 2 AUGUST TO 0500, 3 AUGUST 1944

0730 LT. APOSTLE ON DUTY.

1045 SPITFIRE CALLSIGN FLINSTSPRING 15 ETD FOGGIA 0900 ETA FOGGIA 1245 TO NORTHWEST ITALY. P-38 CALLSIGN CONVENT 57 ETD FOGGIA 1200 ETA 1930 TO AREA GEORGE. MOSQUITO CALLSIGN FRIENDSHIP 14 ETD FOGGIA 1100 ETA FOGGIA 1545. AREAS YOKE, QUEEN.
140 B-17 0730 - 1345 AREA GEORGE
84 B-24 0950 - 1520 AREA GEORGE
146 B-24 1000 - 1520 AREA YOKE
135 P-51 1030 - 1520 AREA GEORGE
40 P-38 1030 - 1520 AREA YOKE
MESSAGES SENT 6500, 6501, 6502, 6503, 6505. NOTIFIED CONTROLLER, RFC.

1115 BASE OPERATIONS AT CAPODICHINO NOTIFIED OF ME-1090 THAT WILL LAND THERE SOMETIME THIS AFTERNOON.

1200 LT. DONO ON DUTY.

1335 PHONE TO "GANDER" OUT. CHACKED AT 1430, STILL OUT. 1500, OUT.

1715 LINE TO "GANDER" BACK IN.

1800 LT. GARRISON ON DUTY.

1920 SEVEN HALIFAX ETD BRINDISI 2035 BRINDISI 0300 OPERATING OUR AREA. MESSAGE #AO-255 ADDRESSED TO ALL FCA'S CONCERNED. RECHECKED BY PHONE 6505 FCA.

2320 BEAUFIGHTER JUST A/B FROM FOGGIA ON SECTOR TEST. WILL NOT SHOW IFF AND WILL FLY TO A HEIGHT OF 23,000 FT. TRACK WILL BE MAINLY NORTH AND SOUTH.

0001/03 LT. APOSTLE ON DUTY.

0250 P-38 CALLSIGN GRASSLAND 110 EITHER OF ALTERNATE MISSIONS. ETD 0500B ETA 0630B FOGGIA, AREA BAKER. ETD 0600B ETA 1100B FOGGIA TO AREAS YOKE LOVE, GEORGE, BAKER. MESSAGE SENT 6500, 6501, 6502, 6503, 6505 FCA'S.

NO FURTHER ENTRIES.

S E C R E T

6504TH HEADQUARTERS & HEADQUARTERS SQUADRON   SCT/HRP-tjh
FIGHTER CONTROL AREA (P)

WLO LOG FOR 0500 1 August 1944 to 0500 2 August 1944.

0544 First track on the board since 2331/31, one C-47, 0318 to Rome.

0730 Lieutenant Strahan on duty.

0900 Relayed 87 W intentions to: 6502 and 6505.

1030 Sent signal to Gorgo on 2 VIP's., 6505 and 6502 also warned.

1200 Lieutenant Apostle on duty.

1240 P-38 callsign Applecart 3 1430B San Severo not returning this area. Areas Yoke George Roger. Message sent 6500, 6501, 6502, 6503 6505. Notified RFC, Controller, AALO FO.

1800 Lieutenant Bond on duty.

0001 Lieutenant Strahan on duty.

0020 X401 OS 4220 Speed 200 1 a/c 29,000 feet.

0030 X401 OS 0636 Speed 210 1 a/c 20,000 feet.

0032-Condition Yellow PAD and Foggia warned and data put on inter filter net by Filter Officer.

0004 Although the AA Fired the a/c probably did not go over the harbor according to the AALO.

MAPRC FLIGHTS FOR AUGUST 2, 1944.

1 Applecart 3 A P-38. E.T. RD 020730 Foggia, Route B-Y-G-R-UK

2Tailpiece 34 and 52. ETD 0300 Foggia, E.T.R. Foggia 0?30, Area George.

3 Tailpiece 45 E.T.D. 0345 Foggia E.T.R. Foggia 0745 Area Yoke.

All of the above relayed to 63rd Fighter Wing, 6502, 6505,

0325 Relayed instructions of 87 Wing to 6502 and 6505 Fighter Control Areas.

No further entries.

S E C R E T

S E C R E T

6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-HRP/ASA
FIGHTER CONTROL AREA (P)

M.L.O. LOG FOR 0500, 31 JULY, TO 0500, 1 AUGUST 1944.

0730 LT. GARRISON ON DUTY.
B-26 MISSIONS RECEIVED FROM 42ND WING, ME 1097 TO GENOA AND TURIN AREAS. REFERENCE LOG ENTRY OF 0015/30 NO NOTIFICATION SENT TO 6505 FCA.

0755 ONE SPIT BROMIDE 22 FOGGIA 0800 FOGGIA 1130, AREAS FOX AND YOKE. BY PHONE FROM 323 WING. PASSED TO 6500, 6501, 6502, 6503, 6505 FCA'S PHONED 6505 FCA. NOTIFIED CONTROLLER, RFC, FO.

1200 LT. STRAHAN ON DUTY.

1350 P A D WILL HAVE A BLACKOUT TEST AT CASERTA FROM 2200 TO 2215 ON AUG. 1ST. CONTROLLER INFORMED OF THIS.

1400 NO OPERATIONS MESSAGE # A.I.237 FROM THE 334 WING. NOTIFIED 6505 FCA.

1415 X-422, 1 A/C AT 16000 FT., OX-4313 MOVING EAST.

1418 SHOWED CODE 1.

1423 MARKED X-RAY 422 AGAIN AS ITS "SHOWING" FOUND TO BE DUE TO ANOTHER AIRCRAFT AT SAME RANGE.

1426 X-422 FADED.

1600 NOIC SHOULD BE NOTIFIED OF MANEUVERS OF TROOP TRANSPORT AIRCRAFT IN THIS AREA. AUTHORITY 62 F.W. MLO SIGNAL JULY 31 14208.

1800 LT. APOSTLE ON DUTY.

2225 MOSQUITO CALLSIGN FRIENDSHIP 15 0700 FOGGIA 1130 FOGGIA AREA YOKE.
SPITFIRE BROMIDE 26 0800 FOGGIA 1145 FOGGIA AREA YOKE.
MESSAGE SENT 6500, 6501, 6502, 6503, 6505. PHONED TO 6505. NOTIFIED CONTROLLER, F.O., R.F.C., A.A.L.O.

0001/01 LT. GARRISON ON DUTY.
NO FURTHER ENTRIES.

S E C R E T

0481

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S E C R E T

6604TH HEADQUARTERS AND HEADQUARTERS SQUADRON — SCT/RRP/tjh
FIGHTER CONTROL AREA (P)

WLO LOG FOR 0500 30 July to 0500 31 July 1944.

0730 Lieutenant Bond on Duty.

1200 Lieutenant Harrison on Duty.

1320 One Mosquito, Marcianise 301645 - Alghero 30/1800. Direct route - One VIP aboard (AOC MACAF. Notified 6505th FC Sq by phone. Notified Controller and F.O. Message No. AC 28.

1350 Spitfire, Bronide 38. Foggia 1430. Foggia 1800 to area L for love. Relayed to 6500, 6501, 6502, 6502 6505, also phoned 6505. Notified controller F.O. RPC, F.O.

1400 38 - C-47 Campaino 1430 Campaino 1720 training in Rome area as far south as Ponza. Received information from 6505 FCA. Notified Controller, RPC, F.O.

1430 Ammend entry 1320/30. Route of Mosquito will be Rome - Orlirtello - Monte Cristo - Zlrissoncis - Alghero.

1800 Lieutenant Strahan on Duty.

1855 Requested both Pomigliano and capodichino to have their towers warn a B-17 that its bomb bay was open. Controller also informed.

2045 Relayed "Nil Operations" of 87 Wing to 6505 FCA.

2130 Checked with 6505 on C-47 Training flights in CR. About 50 C-47's with fighters will be in that area until 2300.

2013 X-414 1 a/c not showing Angles S at OT 0602.

2018 X-414 circling - Identified as friendly.

2330 Message received from SOU referring to "Zone One". We have no key to this zone system. Information on message obtained from SOU but we should have this zone data available.

No further entries

S E C R E T

0402

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6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-HRP/ASA
FIGHTER CONTROL AREA (P)

M.L.O. LOG FOR 0500, 29 JULY TO 0500, 30 JULY 1944

0730 LT. APOSTLE ON DUTY.
0915 0915/29 SPITFIRE BROMIDE 22 FOGGIA 0930 ETA FOGGIA 1200. AREA WILLIAM, MAY REFUEL AREA EDWARD. PHONE FROM 323 WING; MESSAGE PASSED TO 6500, 6501, 6502, 6503, 6505 FCA; PHONED 6505, NOTIFIED RFC, AALO, F.O., CONTROLLER.
1205 LT. BOND ON DUTY.
1600 LT. GARRISON ON DUTY.
1615 13 HALIFAXES, 2 B-24'S, FOGGIA 2020, FOGGIA 0300, OPERATING IN OUR AREA. MESSAGE #A0220 FROM THE 334 WING. MESSAGE ADDRESSED TO ALL CONCERNED. RECHECKED WITH 6505 FCA. NOTIFIED CONTROLLER, RFC, AALO, FO. AMENDMENT TO ABOVE SIGNAL: ONE C-47, GALERA 2100 GALERA 2300 OPERATING OUR AREA.
1820 45 C-47'S GALERA 2030 GALERA 2330. GENERALLY FROM BASE TO PESCARA AND RETURN. MESSAGE #CR 550 FROM 6505 FCA. NOTIFIED CONTROLLER, AALO, RFC, FO. 323 WING & 286 WING IN ADDRESS.
1830 ONE BEAUFIGHTER TO BE A/B AT 0445/30. WILL BE FLYING IN I.A.Z. WITH A.A. OBSERVER TO CHECK SMOKE COVERAGE OF NAPLES HARBOR AREA.
2105 REF LOG ENTRY 1820/29, 42 MORE C-47'S TO FLY SIMILAR ROUTE SAME TIMES. MESSAGE #118. MADE SAME NOTIFICATION.
0001/30 LT. APOSTLE ON DUTY.
0010 0010/30 SPITFIRE CALLSIGN BROMIDE 6 FOGGIA ETD 0630B FOGGIA ETA 1000B AREAS WILLIAM LOVE. 0010/30 P-38 CALLSIGN BLUEBELL 3 FOGGIA ETD 0700B UK NO-ETA AREAS EASY, LOVE, WILLIAM, ITEM. PHONE FROM 323 WING. MESSAGE SENT TO 6500, 6501, 6502, 6503, 6505 FCA'S. PHONED TO 6505. NOTIFIED CONTROLLER, AALO, FO, RFC.
0015 INFORMATION FROM MLO, 6505 FCA, REVEALS THAT B-26 MISSIONS ARE RECEIVED AT 6505 AND 6502 FROM THE 6500 FCA AND THEY WOULD HAVE US DISCONTINUE SENDING THESE TO THEM.
NO FURTHER ENTRIES.

S E C R E T

6504TH HEADQUARTERS AND HEADQUARTERS SQUADRON
FIGHTER CONTROL AREA (P)

SCT/HRP/tjh

MLO LOG FOR 0500, 28 July to 0500, 29 July 1944.

0730 Lieutenant Strahan on Duty.

0730 Spit Bromide 29, 28/0800 Foggia to area William, refuel at Easy. Phone call from 323 Wing: Passed to 6500, 01, 02, 03, and 05 F.C.A's, also phoned to 6505. Notified Controller, RFC, AALO and FO.

1200 Lieutenant Apostle on Duty.

1720 Information from Ops "B" reports 2 formations of GAF long range bombers on bearings of 340° and 006° from Piombino.

1720 Base Ops Capo reports crash of B-24, referred him RFC.

1800 13 Halifaxes, 2 Libs, 28/2100, 29/0400 Foggia Brindes operating through this area tonight. Notified Controller, RFC, AALO, FO. Checked 6505 FCA. It has been received.

1815 Lieutenant Bond on Duty.

1930 Received message #Y519 from 62 Ftr Wing, pertaining to identification and interception.

0001/29 Lieutenant Harrison on Duty.

0030 B-26 missions targets Northern Italy will not pass through our area. Message #ME 1030 from 42nd Bomb Wing. Addressed to all concerned. Recheck with 6505 F.C.A.

0117 SE OQ 3344, X684 one a/c at 8 relayed from 6505 F.C.A.

0124 SE OR 2318, X684 one a/c at 8. This is the last plot by 6505. We never plotted it.

No further entries.

S E C R E T

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S E C R E T

6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-HRP/ASA
FIGHTER CONTROL AREA (P)

M.L.O. LOG FOR 0500, 27 JULY TO 0500, 28 JULY '44.

0730 LT. GARRISON ON DUTY.
0945 MOSQ. FILTER 83 FOGGIA 271400 TO U.K. VIA EDWARD WILLIAM PETER; PHONE CALL FROM 323 WING: PASSED TO 6500, 6501, 6502, 6503, 6505. ALSO PHONED 6505. NOTIFIED CONTROLLER, R.F.C., A.A.L.O., F.O.
1100 SPIT, FLINTSPRING 15, FOGGIA 1350, FOGGIA 1900 TO AREA WILLIAM. REC'D BY PHONE FROM 323 WING. PASSED ON BY MESSAGE TO 6500, 6501, 6502, 6503, 6505. ALSO PHONED 6505. NOTIFIED CONTROLLER, AALO, FO, RFC.
1200 LT. STRAHAN ON DUTY.
1650 X-649, 1 A/C 3000 FT. NOT SHOWING. SPEED 260, OR-0900. PASSED TO US VIA W/T FROM 6505. MLO AT 6505 HAS REMOVED IT FROM THEIR BOARD.
1705 OUR RADARS HAVE NOT PICKED IT UP.
1710 PICKUP ON A/C X-54, 1 A/C, OX-4048 AND ANES 890 GOT A VISUAL ON A P-38 AT 1000 FT.
1800 TRAINING FLIGHT TONIGHT, 9 C-47 FROM 64 TROOP CARRIER GP. FROM 2145 TO 2400. COORDINATES 4046 N., 1352 E.
LT. APOSTLE ON DUTY.
2100 NO MESSAGE HAS YET BEEN RECEIVED ON USUAL NIGHT OPERATION OF HALIFAXES. CHECKED 323 WING BUT THEY HAVE NOTHING EITHER. AS TRACKS NOW APPEAR ON OUR BOARD WITH NO MOVEMENT 6505 FCA HAS BEEN NOTIFIED
2120 REFERENCE #989 FROM 42ND BW VIA ALGHERO. RELAYED TO 6505, 6502 FCA. NOTIFIED CONTROLLER, RFC, AALO, FO.
2140 PERMISSION GRANTED FOR C-47 7805, 327 FERRY COMMAND TO MAKE A NIGHT FLIGHT TO BARI. TYPE A/C CALLSIGN ALTITUDE, ETA ETD PASSED TO 323 WING TO PASS TO 286 WING. A/C WILL BE SHOWING.
215[illegible] PHONE CALL FROM 323 GIVES INFORMATION ON HALIFAX AND LIB MISSION FOR THE NIGHT 27.
2225 2 C-47'S OF 64TH TROOP CARRIER WING HAVE BEEN SHOWING DISTRESS. REQUESTED 6505 TO ADVISE 64TH OF THIS.
2220 DISTRESS FADED AT THIS TIME; THEY HAD BEEN SHOWING SOS SINCE 2206. 6505 NOTIFIED.
0001 LT. GARRISON ON DUTY.
0048 NOTIFIED BY CAPODICHINO THAT C-47 #805 WAS RETURNING THERE FROM BARI. INSTRUCTED CAPO BASE OPS TO CONTACT THE A/C ON H.F. AND DIVERT HIM TO POMIGLIANO IN ORDER THAT HE MIGHT MISS THE I.A.Z.
0053 FIRST NOTIFICATION OF HOSTILE GOING SOUTHEAST IN PP. FILTER OFFICER TALKING TO 323 WING SO NO CHANCE TO STOP C-47 #805 BEFORE HE WAS A/B.
0106 H-796 STILL GOING S.E., PP-3007, 2 A/C AT 20 NOT SHOWING. RELAYED THIS INFO TO 6505 FCA.
0113 A NORTHWESTERLY TRACK WAS ESTABLISHED ON H-796 IN OT-3 3350, 2 A/C AT 20. RELAYED TO 6505 FCA. 323 WING BEING IN CONTACT WITH FILTER O.
0118 LAST PLOT ON NORTHWESTERLY TRACK OT-4027, H-796, 2 AT 23.
0127 THE H TRACK TOOK A TURN TO THE WEST, OS-3953, H-796, 2 A/C AT 25.
0132 NOTIFIED BY CONTROLLER OF CONDITION YELLOW ALERT. STARTED NOTIFICATION OF ALL CONCERNED.
0133 RECEIVED ONE MORE PLOT N.W. IN OS-4238, H-796, 2 A/C AT 25.
0139 THERE WAS A CHANGE OF DIRECTION TO SOUTHEAST, OS-2752, H-796, 2 AT 25.
0140 THERE IS A GREAT CHANGE IN ALTITUDE AND DIRECTION. GOING EAST, IN

S E C R E T

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S E C R E T

M.L.O. LOG, CONT'D.

0148 (CONT'D) OS-0957, H-796, 2 AT 10. THIS TRACK WAS CHANGED TO B-404 AS IT WAS IN THE RIGHT POSITION AND HEIGHT AND TIME FOR HALIFAXES RETURNING FROM MISSION. 6505 HAD PLOTTED SAME INTO OUR AREA.

0157 TWO PLOTS WERE PICKED UP ON B-404 GOING EAST IN OT-0415, ONE A/C AT 8, THEN IT WAS REMOVED.

0200 C-47 #305 LANDED AT POMIGLIANO.

0207 NO HOSTILE PLOTS IN LAST 16 MINUTES UNTIL NOW, WHEN 323 WING PICKED UP A TRACK THEY CALLED H-705 GOING S.E. RX PV-4822, 1 A/C AT 20. THIS MAY WELL HAVE BEEN ORIGINAL HOSTILE IN THAT 6505 FCA PLOTTED NO HOSTILE TRACK GOING NORTH THROUGH THEIR AREA.

0214 STILL PLOTTING ON H-705, S.E., PV-2804, 1 A/C AT 20. 323 WING CHANGED IT TO H-796 AS BEFORE.

0230 H-796 CONTINUED SOUTHEASTERLY TRACK AND WAS REMOVED FROM OUR BOARD GOING S.E. PV-1634, H-796, 1 A/C AT 20.

NO FURTHER ENTRIES.

S E C R E T

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SECRET

6504TH HEADQUARTERS AND HEADQUARTERS SQUADRON SCT/HRP/tjh
FIGHTER CONTROL AREA (P)

MLO LOG FOR 0500, 26 July to 0500, 27 July 1944.

0730 Phone call from 323 Wing. Spitfire Bromide 26 passed to 6500, 6501, 6502 and 6505 Fighter Control Area's. Notified, Controller, FO, AALO and RFC.

0735 Lieutenant Bond on duty.

0905 Spitfire Bromied 26 message sent to 6501, 6502, 6503, 6505. Not received by 6505. Relayed briefly by phone. Notified Controller, FO, AALO and RFC.

1200 Lieutenant Garrison on duty.

1435 Message number Y88F from Hq, 64th troop carrier group, 12 C-47 on cross country training flight tonight. Addressed to 6504, 6505 Fighter Control Area's and 62nd Fighter Wing. Rechecked with 6505 by phone. Notified Controller, RFC, FO and AALO.

1520 Message number AO 171 from 334 Wing. 6 Haliflaxs and two Liberators on night mission addressed 6500 through 6505. Phoned Sander Notified Controller RFC, FO and AALO.

1600 Beginning tonight Bagnoli becomes and I.A.Z. by night and a GDA by day. from AALO 22 AA brigade.

1800 Lieutenant Strahan on duty.

1840 Relayed data on an a/c showing distress going to Follonica. It was showing where it left Capodichino and we feel that it definitely not in danger but we hoped to determine the cause.

0820 Relayed 87th Wing instructions to 6502 and 6505.

2145 Called 323 Wing to inform them that bombers apparently from their area were violating the IAZ at civitadeccdia. The controller said he would warn pilots.

2345 Entry omitted, due to the fact that it could not be read.

0015 Lieutenant Bond on duty.

0300 Returning bombers showing Code II IFF

No further entries.

SECRET

6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-HPP/ASA
FIGHTER CONTROL AREA (P)

M.L.O. LOG FOR 0500, 25 JULY TO 0500, 26 JULY '44

0730 LT. APOSTLE ON DUTY.

0800 MESSAGE SENT ON SPIT BROMIDE 34 TO SECTORS CONCERNED. CHECKED 6505 FCA.

1024 X-467, 1 A/C AT 30,000, DIRECTION WEST, OS-1747, NO IFF.

1200 LT. BOND ON DUTY.

1445 NOTIFIED 323 WING THAT A B-24 CROSSED THE I.A.Z. AT 0212 ON 25 JULY. THE MOVEMENTS OFFICER ON DUTY THERE SAID THE AIRCRAFT WAS FROM THE 205 GROUP AND HE WOULD WARN THEM AGAINST SUCH VIOLATION OF THE NAPLES I.A.Z.

1609 X-179, 1 A/C, S.E. OR-3118, AT 11,000.
1610 " " " OR-2238, " "
1610 " " " OR-2748, " "
1617 " " N.E. OS-3404, " "
1618 " " N.W. OR-3939, " "
1620 " " " OR-4245, " "
1626 " " " OR-4738, " "
1635 " REMOVED.

1800 LT. GARRISON ON DUTY.

1820 GANDER TELEPHONE LINE OUT.

1830 MESSAGE #AD-186 FROM 334 WING, 10 HALIFAX 6 WELLINGTONS NIGHT MISSION. MESSAGE #AMA-3 FROM 323 WING, ONE B-17 TO SOUTH FRANCE. BOTH MISSIONS ADDRESSED 6500, 6501, 6502, 6503, 6504, 6505 FCA'S. CANNOT REACH 6505 TO RECHECK BECAUSE PHONE LINE OUT. NOTIFIED CONTROLLER, R.F.C., A.A.L.O., F.O.

2030 MESSAGE #Y86F FROM 64 TROOP CARRIER, 5 C-47'S NIGHT FLYING TRAINING ROME AREA. NO PHONE CHECK WITH 6505-LINE STILL OUT. NOTIFIED CONTROLLER, R.F.C., A.A.L.O., F.O.

2150 PHONE CALL FROM 323 WING: BROMIDE 28 FLINTSPRING 15 TOMMORROW MORNING RECCES FOR S. FRANCE. SENT MOVEMENT MESSAGE TO 6500, 6501, 6502, 6503, 6505 FCA'S. LINE STILL OUT TO GANDER. NOTIFIED CONTROLLER, RFC, AALO, FO.

0001 LT. APOSTLE ON DUTY. REFERENCE #ME-07 FROM 42ND BOMB WING VIA ALGHERO, B-26 MISSIONS. RELAYED TO 6505 AND 6502 FCA. NOTIFIED AALO, CONTROLLER, RFC, FO.

0100 LINE TO GANDER SERVICEABLE.

S E C R E T

M.L.O. LOG, CONT'D.

0335 REFERENCE NUMBER Y87 FROM 64TH TROOP CARRIER CONCERNING PARATROOP EXERCISES NOT RELAYED. RECHECKED 6505; THEY ALREADY HAVE THIS, BUT IT WAS RECEIVED HERE MUCH TOO LATE.

0350 RECHECKED 6505 FCA, THEY HAVE RECEIVED B-26 MISSIONS FOR JULY 26.

NO FURTHER ENTRIES.

S E C R E T

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6504TH HEADQUARTERS & HEADQUARTERS SQUADRON FIGHTER CONTROL AREA (P) — SGT ARP/tjh

H.L.O. LOG FOR 0500 24 July to 0500 25 July 1944.

0730 Lieutenant Strahan on Duty.

0955 Warned 6505 of friendly bombers now moving North on our board.

1128 X 497 6 a/c angels 30 circling OT 5321.

1129 Changed to F after calling 323 wing. They said it was P-51's.

1150 X 410 2 a/c angels 22 not showing OS 1148.
1154 X 410 Angels now 16.

1155 X 410 now showing Code I at OS 0845.

1156 Relayed data on christmas tree and candle to 6505.

2355 Lieutenant Strahan on duty.

0150 One aciroraft picked up by US 256 not showing marked X but changed to Friendly when G.L. radars trained on it found it to be showing code one.

0212 Bofors stop ordered by Controller on 1 a/c showing code one. Visual on above B-24.

No further entries.

6504TH HEADQUARTERS & HEADQUARTERS SQUADRON
FIGHTER CONTROL AREA (P)

SCT/HRP/tjh

M.L.O. LOG FOR 0500 23 July to 0500 24 July 1944.

0725 Relayed 87th Wing intentions to: 65-2 6505.

0730 Lieutenant Aposlte on duty.

0840 Approximately 8 Grummans flying in area with no warning signal this sector.

1025 X450 in OT 3149 direction east 1 a/c at 18 plus. No IFF.

1033 X450 removed.

1200 Sergeant Duggan clerk on duty - Lieutenant Anderson on duty.

1700 Corporal Germann on duty.

1800 Lieutenant Bond on duty.

2215 Call from Garder movements - 4, C-47 from Tarquinia depart tomorrow morning for Catania, following corridor to Messina. These a/c will return to base in the afternoon via coast line of Italy, towing gliders. No definite time given.

0001/24 Lieutenant Garrsion on duty.

No further entries.

6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-HRP/ASA
FIGHTER CONTROL AREA (P)

M.L.O. LOG FOR 0500, 22 JULY TO 0500, 23 JULY '44

0730 LT. BOND ON DUTY.

1200 CPL. GERMANN, CLERK ON DUTY. LT. COTHREN ON DUTY.

1450 CONTROLLER ADVISES US OF A PRACTICE MAYDAY BETWEEN THE HOURS OF 1900 AND 2100, USING DUSK PATROL. CHANNEL "D".

1800 LT. GARRISON ON DUTY.

1900 THE FOLLOWING TYPES OF ALLIED NAVAL AIRCRAFT ARE NOW OPERATING IN THE MEDITERRANEAN THEATER: HELLCATS, WILDCATS, AVENGERS, SEAFIRES, AND KINGFISHERS SINGLE ENGINE FLOAT BIPLANES. ALL FLYING CREWS TO BE WARNED. (FROM EAKER MX 25594 T.O.O. 22 1015B, ALL FLYING UNITS MAAF BY COMMAND BROADCAST.)

2355 LT. STRAHAN ON DUTY.

0010 RELAYED INTENTIONS OF 87TH WING TO 6505 FCA.

0100 RELAYED INTENTIONS OF 42ND B WG (WAR EASY 40) TO 6505 FCA AND 6502 FCA.

0155 RELAYED MESSAGE RE SKYTRAIN (TUNIS - OMBRONE) TO 6502 AND 6505.

NO FURTHER ENTRIES.

0612

S E C R E T

6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-HRP/ASA
FIGHTER CONTROL AREA (P)

M.L.O. LOG FOR 0500, 21 JULY TO 0500, 22 JULY 1944

0730 LT. GARRISON ON DUTY.

1150 NOTIFIED 728 SQUADRON AT CAPO. THAT THEIR A/C HURRICANE, CALLSIGN "TARGET", ON A TOW TARGET MISSION WITH A NAVAL VESSEL, CALLSIGN "POPGUN", HAD CRASHED INTO THE SEA WITH NO TRACE LEFT. CRASH HAPPENED AT 1130B. RECEIVED ABOVE INFORMATION FROM CONTROLLER.

1200 SGT. DUGGAN, CLERK ON DUTY. LT. BENNETT ON DUTY.

1700 CPL. GERMANN, CLERK ON DUTY. LT. STRAHAN ON DUTY.

1830 RELAYED MOVEMENT ON VIP TO GANDER.

1945 CALLED P.A.D., CAPT. SYKES, AT CAPT. PECK'S REQUEST, TO ASK FOR IMPROVED BLACKOUT. CAPT. SYKES SAID HE WOULD REQUEST ACTION THROUGH PROVOST MARSHALL.

2010 NEW CALL SIGN AT PIOMBINO, "SYPHON". INFORMED CONTROLLER AND R.F.C.

2045 3 A/C NOT SHOWING, PP-3155.

2049 3 A/C NOT SHOWING, PP-3850. INFORMED FOGGIA, WHO SAID IT WAS FRIENDLY.

2330 LT. APOSTLE ON DUTY.

NO FURTHER ENTRIES BEFORE 0500.

S E C R E T

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S E C R E T

65 4TH HEADQUARTERS AND HEADQUARTERS SQUADRON
FIGHTER CONTROL AREA (P)

SCT/HRP/tjh

MED LOG FOR 0500, 20 July to 0500 21 July 1944.

0730 Sergeant Duggan, clerk on duty. Lieutenant Bennett on duty.

0800 Lieutenant Strahan on duty.

0930 Contacted Capodichino and Pomigliano in an effort to check on a C-47 which showed SOS, and had from the nature of its track, we assume to be faulty IFF. Neither field could locate the aircraft.

1010 As tracks on the board seem to indicate that many planes are still flying the old Naples - Cape Comino Sardinia corridor, we checked Capodichino and Pomigliano breifing officers to make sure that pilots are being properly briefed. In both cases they were aware that the corridor had been cancelled.

1130 Captain Whittier requested the controller to pass to MED all fixes and bearings on A/c flying in our area.

1200 Corporal Wertmann clerk on duty - Lieutenant Anderson on duty.

1700 Sergeant Duggan clerk on duty - Lieutenant Anderson on duty.

1800 Lieutenant Apostle on duty.

0001 X616 passed from 6505 in CV 5238 direction North very low.

0021 X616 direction now south CV 5232.

0039 X616 removed same position.

NO FURTHER ENTRIES.

S E C R E T

S E C R E T

6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-HRP/ASA
FIGHTER CONTROL AREA (P)

M.L.O. LOG FOR 0500, 19 JULY TO 0500, 20 JULY 1944

0730 CPL. GERMANN, CLERK ON DUTY. LT. ANDERSON ON DUTY.
FROM 19 JULY, 1030 TO 1130B TILL 25 JULY (TUES.) A HURRICANE A/C WILL CARRY OUT DUMMY DIVE BOMBING ATTACKS ON U.S. CRUISER AUGUSTA; NO FIRING WILL TAKE PLACE, CRUISER TO ASK CONTROLLER BEFORE EACH EXERCISE AT 1015. A.A. & CONTROLLER.

1150 CONTROLLER WANTS M.L.O. TO ADVISE P.A.D. 15 MINUTES IN ADVANCE OF DUMMY DIVE BOMBING EXERCISE.

1200 SGT. DUGGAN, CLERK ON DUTY. LT. COTHREN ON DUTY.

1458 X-444, 1 A/C, OS-4331 GOING N.W. AT 25,000 FT.

1500 X-444, 1 A/C, ON-0238 GOING N.W. AT 27,000 FT.

1503 X-444, 1 A/C, ON-0438 GOING N.E. AT 27,000 FT.

1504 X-444, 1 A/C, ON 0138 GOING N. AT 27,000 FT.

1516 X-444 REMOVED.

1645 CPL.GERMANN, CLERK ON DUTY. LT. COTHREN ON DUTY.

1655 P.A.D. OFFICER REQUESTS PERMISSION TO SOUND SIREN FOR TEST. CONTROLLER GRANTED SAME. TIME FOR TEST, 1700.

1710 PHONE TO GANDER OUT.

1800 LT. GARRISON ON DUTY.

1803 FROM 0800 HRS. 20 JULY TILL FURTHER NOTICE AT Y-5105 GRID WILL FLY CALIBRATION BALLOON, MAX. HEIGHT 1500 FT.

1920 NOTIFIED BY MESSAGE CENTER THAT THERE IS NO TELETYPE COMMUNICATION WITH 6505 F.C.A.

1925 AA FIRING PROGRAM FOR 20 JULY 44:
0800 - 1200, A-20 TOW TARGET, 5TH ARMY.
0700 - 0800, DEFIANT TOW TARGET, SHIPS.
1330 - 1500, DAILY NAVAL SHOOT, DEFIANT.
(FULL DETAILS CURRENT FILE)

1945 LINE TO GANDER BACK IN.

2145 TELETYPE LINE TO 6505 BACK IN.

0001 LT. GARRISON ON DUTY.

0045 PHONE CALL FROM GANDER MOVEMENTS RECEIVED THAT C-47 TRAINING FLIGHT WAS TAKING PLACE 40 DEG 46' N, 13 DEG 52' E. 6 C-47 FLYING 19/2100 TO 20/0100. INFO TOO LATE TO BE OF MUCH HELP IN IDENTIFICATION.

0415

S E C R E T

6504TH HEADQUARTERS & HEADQUARTERS SQUADRON
FIGHTER CONTROL AREA (P)

SCT7HRF/tjh

M.L.O. LOG FOR 0500, 18 July to 0500 19 July 1944

0620 Although no notification has been received various factors seem to indicate that the 64th Fighter Wing is off the air, therefore passing of our operational Movements will be unnecessary.

0730 Sergeant Duggan on duty - Lieutenant Boss on duty.

0746 Message sent on Spitfire Flintspring 12 recc.

0828 Above message not sent. No communications with any other Sector. Message will be sent as soon as communications are back in.

1200 Corporal Germann on duty.

1250 Controller requested MLO to pass on to Sardinia last plot on P480 (SOS) which was OK 1552. Passed this information to R.C. who in tyrn will send out necessary signal.

1315 CaliBration Ballon will fly at L 4805 from July 20 till further notice. Information from AA.

1510 Captian Whittier Wing MLO phoned and passed to us information that German Torpedo Bombers had moved in closer then usual and that trouble could be expected at any time, asked to pass this to Filter Officer, Controller, S-2, 6505 FCA, 323 Wing, MLO's (have done so) and thatanything the least bit off color or doubtful is to investigated ,pat carefilly. Also that 6505 and 323 are to pass us anything of that nature.

1550 R.C. reports a Dok left Cairo 1100 AM, may come in here after dark. Advised AA. R.C. to try and contact plane if he does, so he wont fly over IAZ or try for Capo.

1700 Sergeant Duggan clerk on duty. Lieutenant Bennett on duty.

1800 Lieutenant Apostle on duty.

1830 W/T Movements not operational again.

2000 Telephone communication all out due to rewiring of system.

2110 Lines are OK again.

0001/19 Lieutenant Garrison on duty.

0330 AALO gave Bofor Stop B415, one a/c showing code one, heading straight for IAZ.

0331 Bofor go on.

S E C R E T

6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-HRP/ASA
FIGHTER CONTROL AREA (P)

M.L.O. LOG FOR 0500, 17 JULY TO 0500, 18 JULY '44

0545 MESSAGE SENT ON 4 P-38, TAILPIECE 47, 34, 29, 52, ALL RECCES.

0730 LT. APOSTLE ON DUTY. MESSAGE SENT ON VIP C-53, #021 TO LA SENIA.

1215 LT. BOSS ON DUTY.

1300 CPL. GERMMANN ON DUTY.

1550 SENT MESSAGE TO BARI, 2 VIP ON C-47 #480 ARRIVE MARCIANISE 15111B.

1700 SGT. DUGGAN ON DUTY.

1745 MSG SENT ON 100 C-47'S LEAVING CASA & GIB AREAS 17 JULY, ALSO 100 C-47 ON 18 JULY. RELAYED BY MSG.CENTER TO 64 F WG, 6505 FCA, & 6502 FCA.

1800 LT. GARRISON ON DUTY.

1825 REC'D MESG. INFORMATION FROM AALO THAT MAAF BELIEVES AN ENEMY TORPEDO ATTACK IS TO BE IN THE MAKING. WILL COME FROM S. FRANCE OR N. ITALY AND WILL BE DIRECTED AGAINST ALLIED SHIPPING IN THE NAPLES AREA.

1920 RECEIVED AA FIRING PROGRAM. (LOOK IN CURRENT FILRE).

0001 LT. APOSTLE ON DUTY.

0053 H-420, OX-5901, DIRECTION S.E., 1 A/C AT 1 MINUS.

0057 H-420, OR-0031, DIRECTION WEST.

0113 H-420 REMOVED, OR-0031.

NO FURTHER ENTRIES BEFORE 0500.

0417

S E C R E T

6504TH HEADQUARTERS AND HEADQUARTERS SQUADRON
FIGHTER CONTROL AREA (P)

SCT/HRP/tjh

M. L. O. LOG FOR 0500 16 July to 0500 17 July 1944.

0730 Lieutenant Garrison on Duty.
1113 Movements of 323 Wing called and said One Haliflax of 147 Sqdn 334 Wing lost his bearings last night and flew over Naples I.A.Z drawing fire from AAA.
1200 Lituenant Apostle on Duty. One beaugighter will land Pomigliano the 1 moring of 17 July between 0330 - 0345. It is coming from Rome Area.
1700 Corporal Germann on duty.
1900 Message sent Catania - VIP in Hur #758, departed Marchnise 1650 B.
2255 Poni will request permission from MLO to Light candle, MLO will consult AA and ~~xxxxxxxxxxxxxxxxxx~~ controller before granting permission (inst from contr)
0001/17 Sergeant Duggan on duty.
0239 H-410 2 a/c OT 5512 going SW speed 200
0240 H-410 2 a/c OT 4909 " " " "
0243 H-410 2 a/c OS 4757 " " " "
0244 H-410 Faded.
0247 H-410 2 a/c OS 3953 going SW Altitude 22,000 No speed.
0249 H-410 2 a/c OS 3246 " " " " Speed 300
0251 H-410 2 a/c OS 2948 " S " " " "
0254 H-410 2 a/c OS 1951 " S " " " "
0256 H-410 1 a/c OS 1251 " " " 16,000 Speed 240
0258 H-410 1 a/c OS 0359 " SE " 7,000 Speed 240
0305 H-410 Faded.
0312 H-413 2 a/c OS 1548 circling.
0320 H-413 1 a/c OS 1349 circling altitude 11,000
0328 H-413 Faded
0330 H-413 Removed.
0545 Message sent on 4 P-38 Tailpiece 47-34-29-52 Recce's.

No further entries.

S E C R E T

0418

S E C R E T

6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-HRP/ASA
FIGHTER CONTROL AREA (P)

M.L.O. LOG FOR 0500, 15 JULY TO 0500, 16 JULY

0500 SGT. DUGGAN ON DUTY.

0730 LT. APOSTLE ON DUTY.

0800 MESSAGE SENT ON RECCE SPITFIRE BROMIDE 32.

0823 MESSAGE SENT ON 4 VIP'S FROM FOGGIA, C-47 466.

1250 LT. GARRISON ON DUTY.

1430 MESSAGE SENT BORGO, 4 VIP ON B-25 #533 ETD 1413B DEPARTED MARCIANISE.

1525 MESSAGE SENT BARI - 4 VIP ON C-47 #892. ETD MARCIANISE 1505.

1700 PFC ROBERTS ON DUTY.

0001/16 CPL. GERMANN ON DUTY.

0030 TRACK P-407 CAUSED AA FIRE AT 0308, LAST POSITION ON BOARD Y-4801 (FADED), 2 A/C GOING EAST SHOWING IFF. CALLED POMIGLIANO; NO A/C LANDED THERE. CALLED 323 WING, ASKED MLO TO CHECK UP ON HALX TO SEE IF ANY HAD BEEN FIRED ON, MLO WILL CHECK AND ADVISE US.

NO FURTHER ENTRIES.

S E C R E T

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S E C R E T

M.L.O. LOG FOR 0500, 14 July to 0500 15 July 1944

0730 Lieutenant Garrison on duty.

0930 Sent message on Recce P-38 Convert - 100

1110 Sent message on VIP Baker 25 #694.

1200 Sergeant Duggan on duty.

1200 Lieutenant Apostle on duty.

1306 Message sent on Bromide 23 Recce.

1700 Corporal Germann on duty.

2035 6505 (Capt Davis) phone for us to pass to 323 Wing that Hals passing over 1A2 at Pombivo will be fired on. This information giver MLO at 323 Wing.

2040 AA firing for 15 July - 100-1200 hours. 5th Army practice camp LT AA at target towed by Boston or Martinod L 6803 - 1500-1700 hours Boston or Martinet (not towing target) doing cause for AAA 180° "Off" shoot a/c flies X4355 to Y5432. Shell burst Y4506-Y4817 Height 8 - 10000 feet

2145 Over phone from 323 Wing received information 13 Hals 2 Libs would take off from between 2000-21300 returning between 0110-0545 information passed to 6505th asked 323 wing if 334 Wing was sending out reg sig to all adds, 323 Wing to check and advise. Sig was passed (Route B)

0001/15 Sergeant Duggan on duty.

0418 X-410 1 a/c going east OT 1608 no altitude
0419 X-410 1 a/c " " Ot 1614 " "
0421 X-410 1 ac " " OT 1523 " "
0423 X410 1 a/c " SE OT 1329 Altitude 8,000
0424 X-410 Faded.
0425 X-410 1 a/c South East OT 0542 Altitude 8,000
0427 H-410 1 a/c south east OT 0248 No altitude, speed 360
0429 H-410 1 a/c south east OY 5955 No altitude, speed 360
0430 H-410 1 a/c south west OY 5555 No altitude, speed 360
0431 H-410 faded.
0446 H-410 Removed.
No further entries.

S E C R E T

0420

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S E C R E T

6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-JSK/ASA
FIGHTER CONTROL AREA (P)

M.L.O. LOG FOR 0500, 13 JULY TO 0500, 14 JULY

0500 CPL. GERMANN ON DUTY.

0830 LT. APOSTLE ON DUTY.

0740 MESSAGE SENT TO 63RD F WG FOR 323 WING ON B-26 337.

0800 MESSAGE SENT ON RECCE MOSQUITO FRIENDSHIP 17.

0840 RECEIVED FROM MACAF INFO ON 3 P-38'S FROM U.K. CROSSING AT TOULON, DESTINATION SAN SEVERO.

1200 PFC ROBERTS ON DUTY. LT. GARRISON ON DUTY.

1328 SENT MESSAGE ON BEAU NO. T-3157 TO MALTA-- 1 VIP.

1700 SGT. DUGGAN ON DUTY.

1945 AA PRACTICE FIRING FOR JULY 14. 0930 - 1100: DEFIANT A/C WILL TOW TARGET FOR SMALL CRAFT IN SALERNO ANCHORAGE, 1500 TO 2000 FT. 1030 - 1100, 10 RDS. OF 3" ROCKET BURSTS IN OV-4814 AT 12,000 FT. 1330 - 1530, DEFIANT A/C TO TOW TARGET SOUTH OF CAPRI FOR H.M. SHIPS. 4" & 20-MM GUNS AT 8,000 FT.

2103 MESSAGE SENT ON RECCES MOSQUITO FRIENDSHIP 16, SPITFIRE FRIENDSHIP 15, SPITFIRE FLINSTSPRING 5, SPITFIRE ~~SR~~ FLINSTSPRING 8.

0001 PFC ROBERTS ON DUTY.

NO FURTHER ENTRIES.

S E C R E T

6504TH HEADQUARTERS AND HEADQUARTERS SQUADRON
FIGHTER CONTROL AREA (PROV.)

SCT/JSK/tjh

M.L.O LOG 0500 12 July to 0500 13 July

0630 Decimo bomb mission relayed to 64th FW to 6505C CN by msg center

0740 Lieutenant Garrison on duty.

0810 Sent message on Racce Bronide 26 to 63 & 64 Fw 6505/
Sent message on Racce Flintspring 17 to 63 & 64 FW 6505.

0930 Sent message on VIP B-25 #450 to Elmas.

0940 Sent message on VIP C-47. 892 to Bari.

0955 Sent message on VIP Reacce convent 84 to 63 & 64th FW 6505.

1125 Sent message on VIP Hudson #220 to Bari.

1206 Lieutenant Apostle on duty.

1700 PFC Roberts on duty.

1751 Sent message on P-51 #830. Pilot - VIP.
1758 Tomorrow July 13, 0930 - 1130 defiant towing target 5 miles south of Capri for practice firing from ships 8000 feet for 4' and 3000 feet for small arms. 1530 0 1630 50 rounds 3" rockets, point of burst Y 4814 on ear height 12000.

0001/13 Corporal Germann on duty.

No further entries.

S E C R E T

6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-JSK/ASA
FIGHTER CONTROL AREA (P)

M.L.O. LOG FOR 0500, 11 JULY TO 0500, 12 JULY

0500 PFC ROBERTS ON DUTY.

0730 LT. APOSTLE ON DUTY.

0800 MESSAGE CENTER CLAIMS TO HAVE PASSED MOVEMENTS ON HEAVIES AND FIGHTERS FROM FOGGIA WHEN CHECK MADE.

0935 CANCELLATION ON FOGGIA MISSIONS SENT.

1009 X-427, OX-4028, 1 A/C AT 13,000 DIRECTION S.E., NO IFF. TURNING TO S.W.

1013 X-427 IDENTIFIED FRIENDLY CODE 1 FROM #8020.

1030 MESSAGE SENT ON P-38 CONVENT 76. 6505 FCA, ALGHERO, AJACCIO, BORGO, 64 F WG.

1152 MESSAGE SENT ON MOSQUITO FRIENDSHIP 4 AND SPITFIRE FLINTSPRING 16 TO 6505 FCA, ALGHERO, AJACCIO, BORGO, 64TH F WG.

1200 SGT. DUGGAN ON DUTY. LT. GARRISON ON DUTY.

1700 CPL. GERMANN ON DUTY.

1719 X-401, 3 PLUS A/C NO IFF, 3000 FT., GRID ON-1535, SPEED 120 TO 140. CALLED MLO AT 323 WING, DID NOT HAVE TRACK, COULD NOT IDENT. GAVE GRID READING.

1720 HEIGHT 20000.

1734 X FADED AT RANGE 80 MI. FROM STATION 256.

1800 AA PRACTICE FIRING 12 JULY: 1330 TO 1500 HRS. GUNS OF H.M. SHIPS SOUTH OF HARBOR AT TARGET TOWED BY A MARTINET A/C. 1500 TO 1700 HRS., HY. AA AT TARGET TOWED BY AN A-20 A/C, HEIGHT 8000 FT. BURSTS BETWEEN Y-4406 & Y-4618. AIR CO-OP (NO FIRING) FOR 12 JULY IN AREAS 1,2,3, HEIGHT 8 TO 12 THOUSAND FEET, 0830 TO 1030. TYPE A/C TO BE NOTIFIED LATER.

2145 CAPT. DAVIS REQUESTS THAT HE BE ADVICED OF A/C MOVEMENTS IN OR THRU HIS AREA BY US FOR THE NEXT 3 OR 4 DAYS. THIS APPLIES TO NIGHT MOVEMENTS ONLY.

0001 SGT. DUGGAN ON DUTY.

0040 BOMBER MISSIONS OF 49 B WG SENT TO 64 FW, 6505 FCA, BORGO, AJACCIO, ALGHERO.

0425 BOMBER MISSIONS OF FOGGIA SENT TO BORGO, AJACCIO, ALGHERO, 64 FW. ROME AREA ALREADY HAS THEM.

0423

S E C R E T

6504TH HEADQUARTERS & HEADQUARTERS SQUADRON
FIGHTER CONTROL AREA (P)
APO 650

M.L.O. LOG FOR 0500 10 July 1944 to 0500 11 July 1944

0730 AA advised that tow target mission between 0945 - 1130 has been cancelled.
0735 Lieutenant Garrison on duty.
1000 Sent message on AVM (VIP)
1010 Lieutenant Lawry of USN passed movement on one SOC plance will make two one hour radio test hops E plus D 10 1330 and 101530. Will be flying in harbor area.
1045 AAA cable balloon 1,000 in Y5313 for indefinate period.
1150 Sent VIP message on HUDSON 9920 Marcianise to Bari.
1205 Lieutenant Apostle on duty.
1232 X457 1 plus a/o 24,000 no IFF
1233 X457 1 plus a.c 15,000 PP 1000
1238 X457 speed 300 altitude 17,000
1240 X457 Speed 250 OY 4632 Altitude 14,000, direction west.
1245 X457 removed at last position.
1505 From Ops B: Searchlight tracking mission 2300 - 2400 July 11th by a/c of 416th NF Squadron Course to be flown twice Pomiliano - Capri - Aversa - ACCERA - Ischira - Capri - Base.
1700 Sgt. Duggan on Duty.
1700 Message sent on VIP a/c C53 029
17?0 Message sent on 6 VIP a/c B25 54?
1712 Message sent on VIP a/c Mosquitos 880
1730 Decimo bomb missions relayed to 6505th FCA & 64th Ftr Wing by message center.
0001/11 P.F.C. Roberts on duty.
0105 X401 1 a/c no alt pmo IFF OW 5149
0137 Sent message on 2P38 tailpiece 29 & 46 ETD 0300 ETA 0730 Area Sugar.

S E C R E T

S E C R E T

6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-JSK/ASA
FIGHTER CONTROL AREA (P)

M.L.O. LOG FOR 0500, 9 JLUY TO 0500, 10 JULY '44

0500 SGT. DUGGAN ON DUTY.

0730 LT. APOSTLE ON DUTY.

0815 MESSAGE TO BE SENT ON P-51 WOODBINE 28 PASSED TO RFC.

0957 X-705, 2 A/C AT 8,000, 00-0538, S.W.

1005 IDENTIFIED FIGHTER BY 6505 FCA.

1215 LT. GARRISON ON DUTY.

1320 B-26 MISSION RECEIVED, INFO. PASSED TO 6505 & 64 FTR. WING.

1700 PFC ROBERTS ON DUTY.

1750 SENT MESSAGE ON MOSQUITO NO. 880, 1 VIP.

1835 TOMORROW JULY 10TH BETWEEN 0830 AND 1030 HEAVY ACK ACK FIRING POINTS OF BURSTS OY-4506 TO OY-4817, ALTITUDE 8 AND 7 THOUSAND FEET. ALSO SAME ACK ACK WILL FIRE 1500 TO 1700 HRS. TOWING TARGET BETWEEN 0945 TO 1130 FOR LIGHT ACK ACK, POSITION OY-4804, FROM MARCIANISE.

1957 MESSAGE SENT ON 2 SPITS, FLINTSPRING 6 & 15, ETC 0630/10.

2350 CPL. GERMANN ON DUTY.

0030 REQ. RFC TO SEND MESSAGE TO PALERMO SAYING CAPO CLOSED TILL 5 AM, BUT POMI CAN RECEIVE PLANES (2 SEAGULLS CARRIER) AT ANY TIME.

0320 B-26 MISSION RECEIVED, INFO PASSED TO 6505 & 64 FTR WING.

NO FURTHER ENTRIES BEFORE 0500.

S E C R E T

0425

S E C R E T

6504TH HEADQUARTERS & HEADQUARTERS SQUADRON FIGHTER CONTROL AREA (P) SCT/tjh

M.L.O LOG FOR 0500, 8 July to 0500, 9 July 1944

0650 Message se t on JIP, C47, 446.

0725 Message sent on Spit Flint spring 14 ETD 0745

0730 Lieutenant Garrison on duty.

0800 AAA Program
0845 - 1130 Towed target by Mas Martinet - Y5002
1000 - 1130 " " " Defiant - Iscia
1330 - 1500 " " "
1400 - 1500 Heavy AAA Fire Y4641 - 12,000
1500 - 1700 Towed target by A20 - Y4505
0830 - 1030 A20 on tracking mission.

0910 Sent message on VIP in B17 #939, departed o0900 from Marcianiso to Marie Blanche.

1100 Sent VIP message on B25, #548 from Marcinise to Payne Field.

1200 Sergeant Duggan on duty.

1225 Lieutenant Apostle on duty.

1600 Message sent on B260 missions for July 8th to 6505 FCA 64th FW.

1600 Corporal Germann on duty.

0001/9 Sergeant Duggan on Duty.

0001 H 371 going south in OR 2663, 1 a/c altitude 4,000 feet..

0021 H 371 removed. Enter pilla plot = an error

No further entries before 09/0500.

S E C R E T

0426

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6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-ASA
FIGHTER CONTROL AREA (P)

M.L.O. LOG FOR 0500, 7 JULY TO 0500, 8 JULY

0500 CPL. GETMANN ON DUTY.

0730 LT. APOSTLE ON DUTY.

0825 MESSAGE SENT ON SPIT BROMIDE 35 ANS SPIT FLINTSPRING 6.

0915 MESSAGE SENT MOSQUITO COCKER 3.

1120 MAJOR DANA CALLED ON B-25 659 WHICH SPOTTED MINE ONE MILE WEST OF LIGHTHOUSE AT GIGLIO. CONVOY HEADED IN THAT DIRECTION. CONTROLLER NOTIFIED.

1150 MAJOR DANA CALLED ON C-47 442 WHICH SPOTTED 3 PECULIAR OBJECTS IN WATER 10 TO 15 MILES SOUTH OF ELBA AND MONTE CRISTO. SIGHTED AT 0950, APPEARED TO BE MINES. CONTROLLER NOTIFIED.

1200 PFC ROBERTS ON DUTY. LT. GARRISON ON DUTY.

1300 MESSAGE SENT ON MOSQUITO TRUEMATE 32.

1700 SGT. DUGGAN ON DUTY.

1810 MESSAGE SENT ON DECIMO BOMB MISSIONS.

0001 PFC ROBERTS ON DUTY. LT. ANDERSON ON DUTY.

NO FURTHER ENTRIES BEFORE 08/0500.

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6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-JSK/ASA
FIGHTER CONTROL AREA (P)

[illegible] LOG FOR 0500 6 JULY TO 0500, 7 JULY '44

0500 SGT. DUGGAN ON DUTY.

0730 LT. GARRISON ON DUTY.

0750 SENT MESSAGE ON PRU SPIT BROMIDE 26 TO AREA GEORGE.

0940 SENT MESSAGE ON B-17 TOMCAT DOG, AREA X, G, C.

1010 SENT MESSAGE CONVENT 57 AND 38 TO AREA GEORGE & EASY.

1112 SENT MESSAGE ON SPIT BROMIDE 32, AREA GEORGE & EASY.

1215 LT. APOSTLE ON DUTY.

1405 LINE TO CAPO. U/S. WIRE CHIEF NOTIFIED.

1700 PFC ROBERTS ON DUTY. LT. ANDERSON ON DUTY.

1725 MESSAGE ON VIP SENT, C-53 NO. 829.

1820 TOMORROW, 7 JULY, LIGHT ACK ACK PRACTICE FIRING FROM 0945 TO 1115, POSITION AT TARGET Y-4803, TARGET TOWED BY DEFIANT.

1920 TOMORROW, 7 JULY, 0900 TO 1100 HRS., DEFIANT A/C TOWING TARGET SOUTH OF ANCHORAGE FOR 5 INCH ACK ACK NAVAL GUNS. HEIGHT 8000'.

2050 CAL. BALLOON WILL FLY IN Y-5414 FROM 0700/7 FOR A TIME UNKNOWN.

0001 CPL. GERMANN ON DUTY.

NO FURTHER ENTRIES BEFORE 0500.

DISTRIBUTION:
2 - CG 62 F WG
1 - AALO
1 - CO & CIRC CY, 6504 FCA
1 - S-3 FILE

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6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-JSK/ASA
FIGHTER CONTROL AREA (P)

M L O LOG FOR 0500, 5 JULY 1944 TO 0500, 6 JULY 1944.

0500 PFC ROBERTS ON DUTY.

0730 LT. APOSTEL ON DUTY.

0800 MESSAGE SENT ON RECCE SPITFIRE BROMIDE 40: CRYPT OUT; REGIONAL FLYING CONTROL ATTEMPTING TO SEND MESSAGE.

0830 BOMBER MISSION SENT. LT. GARRISON.

1000 323 AMA 1 MESSAGE SENT ON HEAVIES AND FIGHTERS. MESSAGE CENTER NUMBER 8468 SENT.

1035 MESSAGE SENT ON P-38, CONVENT 76, RECCE. LINE TO GANDER OUT.

1100 LINE TO GANDER SERVICEABLE. PROPER INFORMATION ON MISSIONS PASSED.

1135 MESSAGE ON ANSON 450, ONE VIP, SENT.

1215 LT. GARRISON ON DUTY.

1245 MESSAGE SENT ON SPIT, BROMIDE 27, RECCE.

1320 MESSAGE SENT ON 3 SPITS, FLINTSPRING 6, 14, 5, RECCE.

1600 NOTIFIED CONTROLLER THAT P-47, CAPODICHINO, CRASHED. NO DETAILS.

1725 DEFIANT A/C TARGET TOWING PRACTICE ON JULY 6 FROM 0900-1100.

1735 CAPO REQUESTS THAT R.C. TAKE ACTION ON ANSON NOT CONTACTING TOWER ON ARRIVAL OR DEPARTURE. M.H. 108 NEARLY CAUSED ACCIDENT (M.M. EAST CONN. FLIGHT). MSG. GIVEN TO R.C.

1800 CPL. GERMANN ON DUTY, LT. BOSS ON DUTY.

2235 X RAID #433, 1 A/C AT 11000 FT. LAST PLOT TO-1720 GOING S.E. A/C TURNED WEST, FADED IN TO-2019 AT 2241. I.A.Z. AT CAPO FROM 2111 TO 0502 HRS.

0001 SGT. DUGGAN ON DUTY. LT. ANDERSON ON DUTY.

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S E C R E T

6504TH HEADQUARTERS & HEADQUARTERS SQUADRON SCT-JSK/ASA
FIGHTER CONTROL AREA (P)

M. L. O. LOG FOR 0500, 4 JULY TO 0500, 5 JULY '44

0800 LT. APOSTLE ON DUTY. (LT. CAREY).

1230 LT. GARRISON & LT. MARTIN ON DUTY.

1500 GANDER CAN GET US BUT WE CANNOT GET GANDER.

1630 MSG. SENT TO PAYNE FIELD RE ARRIVAL OF B-25 #546 AT MARCIANISE; ONE V.I.P.

1720 MSG. ON B-25 #450 FROM MARCIANISE TO BARI; 2 V.I.P.

1735 LINE TO POMIGLIANO TOO WEAK TO HEAR. REPORTED TO WIRE CHIEF.

1800 PFC THATCHER ON DUTY.

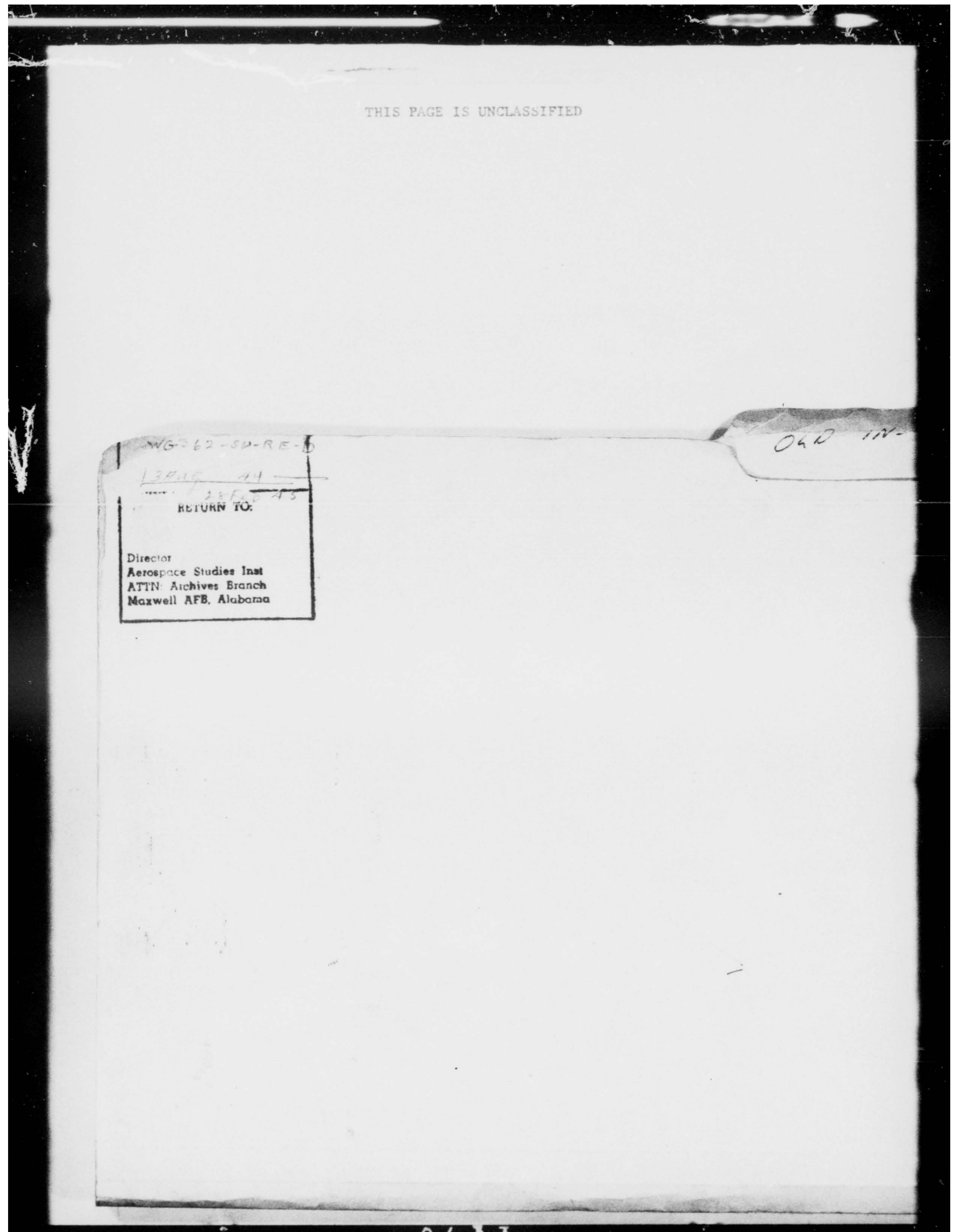
1915 FROM AALO: AA PRACTICE FIRING FOR 5 JULY 1944. 1330 - 1500 HRS. MARTINET OR DEFIANT A/C TOWING TARGET FOR SHIPS SOUTH OF NAPLES ANCHORAGE. 1500-1700 HRS. HEAVY A.A. COURSE 1, FIRING AT TOWED TARGET, HEIGHT 8000 FT. A/C IS A-20. BURSTS IN Y-4401 TO Y-5801. 0830 - 1030 HRS. A-20 DOING TRACKING MISSION IN AREAS 1, 2 & 3, HEIGHT 8 TO 12,000 FT., NO GUNS FIRING.

2110 FROM CAPODICHINO: B-17 #472, ETD 2105 TO FOGGIA. PREVIOUS CLEARANCE FILED AT CAPO. BUT NOT CALLED IN. UNABLE TO PASS TO 323 WING.

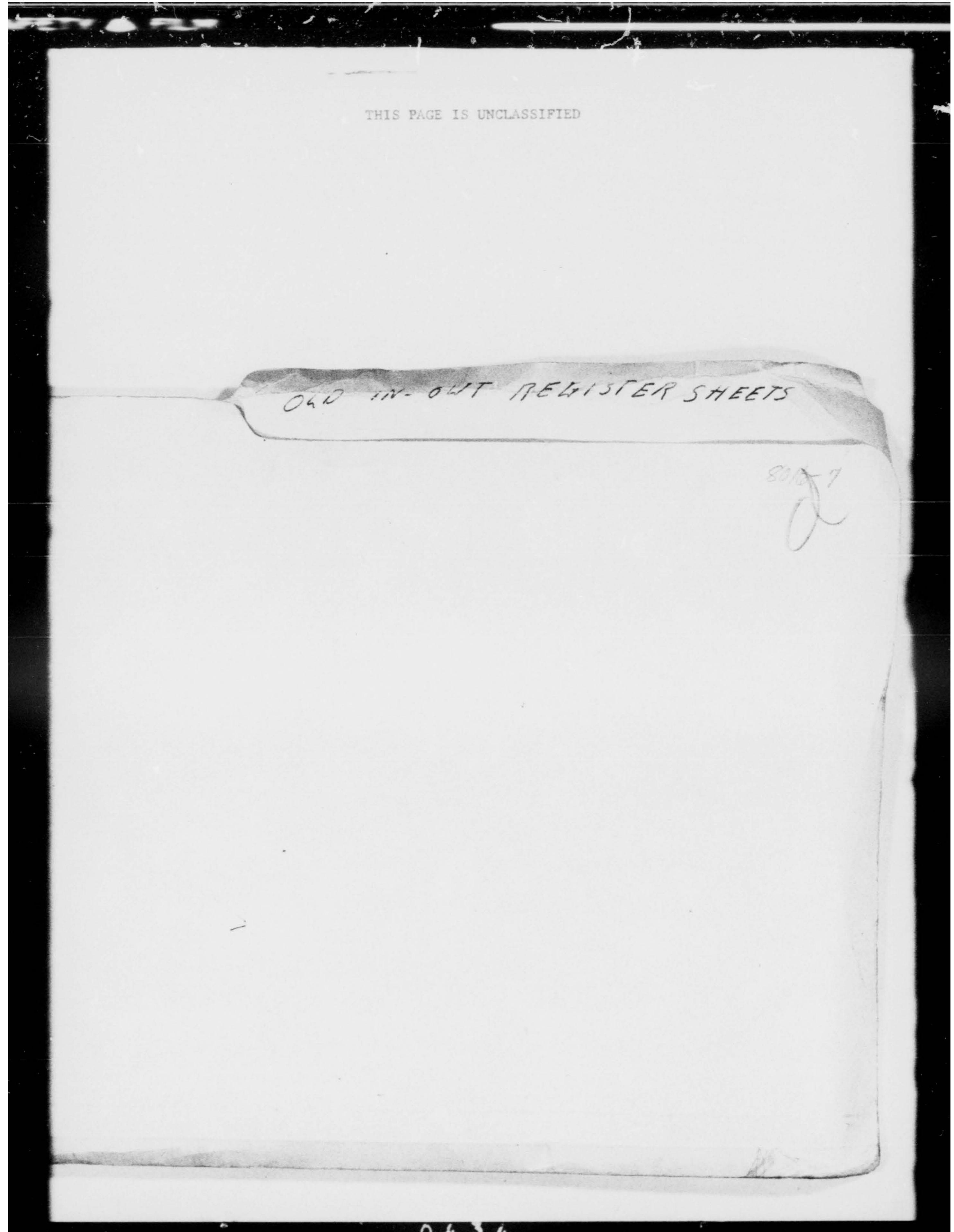
0001 PFC LANSDELL ON DUTY.

NO FURTHER ENTRIES.

S E C R E T



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S-3 IN - OUT REXGISTER

DATE	REG #	TIME IN	TIME OUT	SUBJECT + HQ. OF ORIGIN	DISPOSITION
3 AUG	53/1	0935	[illegible]	6505 FCA CONTROLLERS LOG - 31 JUL - 1 AUG	File
3 AUG	53/2	0955		62 F.W. OPS ORDER 121 31 JULY	TO: CONTROLLER
3 aug	53/3	[illegible]	1010	S-3 - Receipt ack. for Reg Documents	2 cys 22 AA Bde 1 " File
3 aug	53/4	1030	1330	MACAF - TWX 0-552 AUG 1 (cancelled - see 53/13)	S1
3 aug	53/5	1035		MACAF TWX A-450 AUG 2. RE: SCRAMBLE OF BEAU	filed noted
3 aug	53/6	1035		TWX MACAF A-453 2 aug RE: PASSING OF INFO ON HOSTILES	noted + filed
3 aug	53/7	1045	1335	LT. BERKMAN - PLOTS FROM RADARS ON X401 OF 2 AUG	Returned to Lt. Berkman
3 aug	53/8	1045		6502 FCA OPS. O. #6 29 Jul 44 (Rescinds old Documents	Filed Receipt Returned
3 aug	53/9	1045	1415	S-2 - Intelligence Summary #1	controller. MLO FO
3 aug	53/10	1100	1330	62 F.W. Daily Intel. - Ops. Report for 30 July	TO: S-2
3 aug	53/11		1130	S-3: SCRAMBLES. (MUST NOT BE delayed)	1 - 416 1 - 346 1 - File
3 aug	53/12	1135		SIG. O.: Test flight for ames 890	noted + filed
3 aug	53/13	1300	1330	MACAF TWX 0-561 2 AUG. (CANCELS 0-552) (see 53/4)	S-1
3 aug	53/14	1335		MAAF, 24 Jul. - Responsibility for Air fields	noted + filed
3 aug	53/15		1415	MACAF - APP. G TO SIG. INST. #5 29 Jul 44 - Procedure - Distress Msgs	controller
3 aug	53/16	1300	1535	WD - PILOTS INFORMATION FILE	1 - CO 1 - LT BALDWIN 2 - RFC
3 aug	53/17	1530		22 AA BDE - NAPLES AA TRG. INST. #3 - APP "A" (7)	
3 aug	53/17	[illegible]	1535	AIR MINISTRY WEEKLY INTEL. SUMMARY # 253	S-2
3 aug	53/18	1645		MONTHLY TECHNICAL MAINT. REPORT - STA. US 1126 31 Jul 44	
3 aug	53/19	1645		SAME AS 53/18 FOR US 404	
3 aug	53/20	1645		MACAF CAF/57010/1/SIGS, 26 Jul. RADAR IN ASR A/C + LAUNCHES	
4 aug	53/21		0715	S-3 DAILY CONT, MLO, FO LOGS	USUAL DIST
4 aug	53/22	0900		6505 FCA CONT. LOG 1-2 aug	Noted + filed
4 aug	53/23	0900	0925	MACAF - CAF/57010/1/SIGS 26 Jul Detection of A.I. + ASV TRANS. BY ENEMY	CONT. + Sig O
4 aug	53/24	0900	0925	6505 FCA controllers log 2 + 3 aug	CONT.
4 aug	53/25	[illegible]	0910	S-3 Transmittal of T.R. Sheets	62 FW
4 aug	53/20		0925	See 53/20	RFC
[4] aug	53/17		0925	See 53/17	CONT. MLO AALO } circ. cy.
[4 a]ug	53/18		0925	See 53/18	Sig. O.

S-3 IN - OUT REXGISTER

DATE	REG #	TIME IN	TIME OUT	SUBJECT - HQ OF ORIGIN	DISPOSITION
4 Aug	53/19		0925	See 53/19	Sig. O.
4 Aug	53/26	1320	1310	Stencil (S-3) Ops Memo #2	Lt Taylor
4 Aug	53/27	1445		MACAF ORS 3/7/1 3 AUG VISIT TO NAPLES FCA - PREL. Rpt.	noted + filed
4 Aug	53/28	1445		22 AA Bde. TWX - Cal. Bal. FLY NAPLES 273471 7 AUG. ...	
4 Aug	53/29	1445		22 AA Bde - Detailed action Report, 2 Aug 44	File
4 Aug	53/30	1445		6505 FCA - OPS MEMO 12 1 AUG. - AIR RAID WARNG - CIVITAV.	
4 Aug	53/31		1550	MACAF - CAF/7032/1/Sigs, as fine Directional Plotting	F. O.
5 Aug	53/32		0725	S-3 Daily MLO, FO, Controllers Logs	usual Dist
5 Aug	53/33		0725	MLO, FO, Cont. Report on Q-482 of 4 Aug w/ tracing	2 - 62 FW 1 - Circ 1 - File
5 Aug	53/24	0900		See 53/24	File
5 Aug	53/34	0900	1000	MACAF - CAF/S.4111/Signals 31 Jul 44 USE OF REKOH	Radio O.
5 Aug	53/35	0900	1000	MACAF/8/1/[illegible]/AIR/AS 30 Jul 44 AIR-SEA RESCUE	cont.
5 Aug	53/36	0900	1000	6505 Controllers Log for 3-4 Aug	Cont.
5 Aug	53/37	0900	1000	MAAF - 18 Jul - Summary of Airfield assignments	MLO + RFC.
5 Aug	53/38	0900		AFHQ - AA + CD Sect. - 1 Aug A.A. OPS. INST. 12 - AMEND 2	noted & filed
5 Aug	53/28		0915	See 53/28	[illegible]
5 Aug	53/27		0915	See 53/27	[illegible]
5 Aug	53/39		1010	S3 - FLYING VIOLATION (on night of 3 Aug)	AOC, MACAF Thru 62 FW
5 Aug	53/40		1015	TWX - MGSCT AI Receipt Ack. of Sig. 02500, 4 Aug	22 AA Bde
5 Aug	53/41		1100	S-3 - Close Hauling of Bar. Balloons (For L-5 landing in harbor)	See dist on File Cy.
5 Aug	53/42		1110	S-3 Trans. of T.R Sheets	62 FW
5 Aug	53/43	1200	1500	MACAF - CAF/8/13/Air/AS 29 Jul 44 A.S.R. Search Reports	Capt. Galloway RFC
5 Aug	53/44	1400	1500	MACAF - CAF 130/AIR 28 Jul 44 BLACKOUT	Col Howard
5 Aug	53/45		1500	S-3 Certificate of Destruction Ops O. + Memo's	6502
5 Aug	53/46	1545		62 FW. Ops order 106A 5 Aug ASR	Cont RFC - File
5 Aug	53/47	1545		Cancelled	
6 Aug	53/48		0700	S-3 Controllers Log	usual Dist
6 Aug	53/49		0700	S- F.O. Log	4

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S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
6 Aug	S3/50		0700	S-3 MLO Log	Usual Dist
6 Aug	S3/51	0930		MACAF - TWX - QQY6RJ-65BT 5358 5 AUG CHANGE OF FREQ CAF-2	
6 Aug	S3/52	0930	0945	RFC MALTA CMD BDCAST, AF-202, 5 AUG CAL. BAL. 35°52'N, 14°31'30" E	Cont MLO RFC
6 Aug	S3/53	0930	0945	WURC RADIO STA. - TWX 6R-79BT - CONTROL TOWER CALL SIGNS IN AACS, AFRICA	RFC
6 Aug	S3/54	0930	1020	MAPRW - DESTINATION CODE 7-13 AUG.	CODE TO MLO RECEIPT TO MAPRW
6 Aug	S3/55	0930	1020	6505 FCA - CONTROLLERS LOG 4-5 AUG.	Controller
6 Aug	S3/56	0930		MACAF CAF/8/AIR, 1 aug. - Air Sea Rescue North of Sicily	noted + filed
6 Aug	S3/57	0930	1020	MACAF TWX AF LA467, 4 aug. Re: First Photo Charting Sq.	MLO
6 Aug	S3/58	0930	1020	62 FW TWX MGABI A-66 Special asig # 24 from macaf	S-2
6 Aug	S3/59	0945		6564 FCA - S.O.I., cy # 00007	File - old cy Burned receipt att
	S3/				
6 Aug	S3/60		1030	Trans. of T.R. Sheets	62 FW.
6 Aug	S3/61	1500		8020 AMES - 28 Jul - Controller's Report on H-796	noted + filed
6 Aug	S3/62	1500	1530	62 F.W. - Ops O. # 122, 31 Jul. Analysis of Day + Night Intercept Eff.	noted + filed 1-Cont. 1-F.O. 1-MLO
6 Aug	S3/63	1500		62 FW - 5 aug. Unit Location List	noted + filed
6 Aug	S3/64	1500		MLO - New MLO schedule	copy made + posted
7 Aug	S3/65		1015	TWX - MGSCT-A-02 RE: 6 spits flying out of Capo etc	87 FW 63 FW 62 FW
7 Aug	S3/66		0730	Cont. Log	
7 Aug	S3/67		0730	F.O. Log	
7 Aug	S3/68		0730	MLO Log	
7 Aug	S3/69	1030	1420	6505 Controllers Log, 5-6 aug	Cont.
7 Aug	S3/70		1050	TWX MGSCT A-03 Re firing range	see dist
7 Aug	S3/71		1400	Stencils on: OPS MEMO 3, APPA, B, C, D Ftr Status, NON-OPNL FORM "J"	62 WING
7 Aug	S3/72	1400	1420	TWX RFC - AF153 Heavy AA firing 4124N 1245E	MLO Cont.
7 Aug	S3/73	?	1420	62 FW - 7 aug - Blackout for City of Naples	Col. Norwood
7 Aug	S3/74		1430	S-3 Trans of T.R. Sheets	62 F Wg
8 Aug	S3/75		0715	S-3 Controllers Log	Usual Dist

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
8 Aug	S3/76		0715	S-3 Filter O. Log	Usual Dist
8 Aug	S3/77		0715	S-3 MLO Log	"
8 Aug	S3/78		0900	S-3 Trans. of T. R. Sheets	62 FW.
8 Aug	S3/79	0905	1000	USN: 4 Aug 44 - FOWIT 346 - Fishing with lights at night	controller
8 Aug	S3/80	0905		AMES 8012 - Controllers Weekly Opnl Summary 22-29 Jul.	noted + filed
8 Aug	S3/81	0905	1000	22 AA Bde - 22/6/6 dtd. 6/5/44 Call Signs for 22 AA Bde VHF 8-14 Aug	Cont.
8 Aug	S3/81A	0915	1000	MAAF, 13 June: Reports on ditching Pro. Ditching questionnaire	1 - File 1 - RFC
8 Aug	S3/82		1320	TWX - MGSCT A-04 Results of smoke test	MACAF 62 FW
8 Aug	S3/83	1300		XII AF MEMO 15-1 " July - A/C Status Reports	noted & filed
8 Aug	S3/84	1345		TWX - NOIC - 5 Aug: Piper Cubs + Stinsons flying low over Harbor 1000-1300 7 Aug	Filed
	S3/				
	S3/				
	S3/				
	S3/				
	S3/				
8 Aug	S3/85	1345		TWX, 62 FW W-17 6 Aug Re: Catalina w/VIP to observe landing exercise	Filed
8 Aug	S3/86	1345		TWX 22 AA Bde: Re proposed Smoke test on 5 Aug	"
8 Aug	S3/87	1600		Sig. O. - Sig Inst. 1-36, App. #1, 15 Aug - CONVOY CODE	
8 Aug	S3/88	1600		Sig. O. - Sig. Inst. 1-19, appendix 1, 15 AUG EXTRACT OF MADO CODE	
8 Aug	S3/89	1600		USAAF/MTO, 27 Jul. 44 - U.S. Army A/C LANDING ON IS. OF MALTA	Noted + Filed
9 Aug	S3/90	6	0730	S-3 Controllers Log	Usual Dist
9 Aug	S3/91		0730	S-3 Filter O. Log	"
9 Aug	S3/92		0730	S-3 M.L.O. Log	"
9 Aug	S3/93	0900		63 FW TWX - NO NAVAL ACTIVITY 8/9 Aug	Filed - Noted
9 Aug	S3/94	0900		S-3 - Beam mission night 8 Aug. For a/c's & AA	Returned by Cont. Filed
9 Aug	S3/95	1010		S-3 Trans. of T. R. Sheets	62 FW
9 Aug	S3/96	1015		S-3 TWX MGSCT-A5	MACAF

0638

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
	S3/				
9 Aug	S3/97		1130	S-3 Ops memo #3 - Handling of Friendly A/C approaching IAZ	See dist in file cy.
9 Aug	S3/98		1330	S-3: CONTROLLERS REPORTS (APP. A + B to 62 FW Ops O. 122)	Ames 8012, 890, 802 O + File
9 Aug	S3/99	1545		MACAF - OPERATIONAL CONTROL COURSE (School in Naples)	~~Inserted in 501~~ Filed
9 Aug	S3/100	1545		Sig. O. - Sig. Inst. 1-37 App. 2 - SOP Radar Unit - Filter Room	Inserted in 501
9 Aug	S3/101	1545		Sig. O. - Sig. Inst. 1-38 App. 3 - Telephone Code names of Radars	"
9 Aug	S3/102	1545		MACAF - Operational Inst. # 8, 30 Jul. Friendly A/C Movemt. Liaison - Corsica + Sard.	(MACAF/16/14/AIR) TO MLO.
9 Aug	S3/103	1545		MAAF - OPS. INST. 56 - 6 Jul. 44 - Transfer of Bomb range. HQMAAF/104/AIR	
9 Aug	S3/104	1615		22 AA Bde - Detailed Action Report 7 Aug	noted + filed
9 Aug	S3/105	1615	1620	6505 FCA Controllers Log 7-8 Aug	Controller
9 Aug	S3/106	1615	1620	6505 FCA Controllers Log 6-7 Aug	Controller
9 Aug	S3/107	1615		22 AA Bde - 8 Aug Amend. 1 to Location Statement 9	
9 Aug	S3/108	1615		22 AA Bde - 8 Aug Amend 34 to Stand. Orders for AA Def. Naples	
10 Aug	S3/109		0705	Controllers Log	Usual Dist
10 Aug	S3/110		0705	Filter O. Log	"
10 Aug	S3/111		0705	MLO Log	"
	S3/				
	S3/				
	S3/				
	S3/				
	S3/				
10 Aug	S3/112		0915	22 AA Bde - Tracings on Smoke Test of 5 Aug	Returned to 22 AA Bde
	S3/				
10 Aug	S3/113		1330	S-3 memo to Senior F.O. re passing of Hostile tracks to Controller	F.O. / Cont. File
10 Aug	S3/114		1200	S-3 2 Stencils, Ops memo #4	62 FW
10 Aug	S3/115	1130	1330	62 FW - Daily Int. - Ops Report 9 Aug	Cont.
10 Aug	S3/116		1345	S-3 Trans. of T. R. Sheets	62 FW.

0438

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S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
10 Aug	S3/117	1445		TWX, 62 FW MGACT A182, 10 Aug. RE: CONTROLLERS COURSE	
	S3/				
	S3/				
10 Aug	S3/118	1530	1545	Sig. O. - 10 Aug - Radar O's meeting 1300, 21 Aug	S-2
10 Aug	S3/119	1400	1530	XII F.C., 4 AUG. Personnel Saving Devices in Ops Room	Capt. Smullen
10 Aug	S3/120	1200	1530	W.D. - TB SIG 9 Technical Bulletin - Radar Anti-Jamming for the Radar Opr.	Controller
10 Aug	S3/121		1645	S-3 Ops Memo #4, Warwick Patrols	see file cy.
11 Aug	S3/122		0715	S-3 Controllers Log	usual
11 Aug	S3/123		0715	S-3 Filter O. Log	}
11 Aug	S3/124		0715	S-3 MLO Log	}
11 Aug	S3/125	0930	1310	62 FW Daily Int. - Ops Report, 10 Aug	Cont.
11 Aug	S3/126	0945	0950	MAPRW - Destination Code 14-20 Aug	MLO Receipt Rec'd
11 Aug	S3/127	0945	0950	6505 FCA Controllers Log 8-9 Aug	Cont. + Filed
11 Aug	S3/128	0945	0950	6505 FCA Controllers Log 9-10 Aug	" + Filed
11 Aug	S3/129	0955		6505 FCA - Ops Memo #14 - AIR RAID WARNING - SAN STEFANO	
11 Aug	S3/130	0955		6505 FCA - Ops Memo #13 - Air Raid Warning, Rome	
11 Aug	S3/131	0955		22 AA Bde - Amdt. 35 to Standg Orders AA Def. Naples	Filed
11 Aug	S3/132		1020	S-3 Trans of T.R. Sheets	62 FW
11 Aug	S3/133	1300		MACAF - ORS - 10 Aug. Report on Visit to 8012 Ames (Ponza)	File
11 Aug	S3/134		1330	S-3 - JAMMING OF VHF CHANNEL C BY ITALIAN TRANSMISSIONS.	62 FW + Cont to ret to FILE
11 Aug	S3/135	1330	1403	6528 R.R. Platoon, 4 Aug. - Controller Operations from Type 270-D (MODIFIED)	C.O.
11 Aug	S3/136	1400		MACAF TWX A507, 7 AUG - 346 AIR TO GRD. FIRING RANGE CANCELLED (SEE 53/70	File
11 Aug	S3/137	1400		MACAF TWX A-506, 7 AUG - REQUEST FOR FIRING RANGE (see 53/70 + 53/136)	File
11 Aug	S3/[illegible]	1400		RFC CMD Bdcast AF 153, 5 AUG. H.A.A. PRACTICE 6th Aug until fth notice	File
11 Aug	S3/138	1600		62 FW TWX - MGACT A198 11 Aug. No Controller to work over 8 hrs daily	noted File
11 Aug	S3/139	1600		323 WING - 323W/5/Signals 5 AUG. - Inter-Sector Liaison Plotting	
12 Aug	S3/140		0750	S-3 Controllers Log	usual Dist - 7 cys

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
12 Aug	S3/141		0750	S-3 Filter Officers' Log	usual Dist - 6 cys
12 Aug	S3/142		0750	S-3 M.L.O. Log	usual Dist - 5 cys
12 Aug	S3/143		0750	S-3 Duty officers Report on H297 w/tracing	62 FW
12 Aug	S3/144		1030	S-3 Duty Schedule For Controllers	62 FW
12 Aug	S3/145		1030	S-3 Teller Recorder Sheets	62 FW
12 Aug	S3/146	1050		Sig. O.-MEMO, 12 AUG - Re TWX TWSIG A-181 62 FW, COMBINED AIR WARNING CODE	Filed
12 Aug	S3/147	1115	1515	62 FW - Call Signs of T.C. Sqdns + Groups	Controller
12 Aug	S3/148	1115		AAF ENGR. CMD - MTO AIR FIELD STATUS REPORT - 1 AUG	Capt. Peck
12 Aug	S3/149	1115		USAF/ME - BRIEFING OF PILOTS, 8 Jul. w/4 Ind.	
12 Aug	S3/150	1115	1515	MACAF HQ/11/AIR, 7 Aug. - I.A.Z. + G.D.A'S.	Cont. + MLO to note + ret.
12 Aug	S3/151	1115	1515	63 FW TWX - approval given for A 235F 10 AUG of 51 TC GP.	MLO
	S3/				
12 Aug	S3/152	1400		AAF, WASH., D.C., SEPT. 1943 - S.O.P. FOR TELEPHONE + RADIO REPORT'G - RADAR TO F.O.	noted + Filed
12 Aug	S3/153	1555		22 AA Bde., 12 AUG - ops order #28	noted + Filed
13 Aug	S3/154		0715	S-3 Controllers Log	usual Dist
13 Aug	S3/155		0715	S-3 Filter O. Log	"
13 Aug	S3/156		0715	S-3 MLO Log	"
13 Aug	S3/157		0900	S-3 Teller-Recorder Sheets	62 FW
13 Aug	S3/158	0850	0900	8020 AMES, 9 aug. - VHF Liaison	Lt. Jackson
	S3/				
	S3/				
13 Aug	S3/159	1030		6505 FCA OPS MEMO 15 - Search-Lights, Civitavecchia-Tarquinia area	File
13 Aug	S3/160	1030		6505 FCA OPS. O. #3B - Air Sea Rescue	File
13 Aug	S3/161	1030		6505 FCA controllers Log for 10-11 Aug	Controller
13 Aug	S3/162	1030		6505 FCA Controllers Log for 11-12 Aug	Controller
13 Aug	S3/163	1030		62 FW TWX - macaf combined asig #31 for 9 Aug	Controller
13 Aug	S3/164	1030	1130	WD - Informational Intelligence ~~Bulletin~~ Summary 30 June	Controller

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
13 Aug	S3/165		1115	S-3. Memo to Cont., F.O., AALO, MLO Sign your Reports on Hostile Act.	—
13 Aug	S3/166		1115	S-3 Trans of Controllers Weekly operations Summary of 890 & 14019	MACAF thru 62 FW
14 Aug	S3/167		0730	S-3 Controllers Log	
14 Aug	S3/168		0730	S-3 MLO Log	
14 Aug	S3/169		0730	S-3 Filter O. Log	
14 Aug	S3/170		0900	S-3 T.R. Sheets	
14 Aug	S3/171	0915	0935	MAAF, 15 Jul., Ops Inst. #57 Bombing & Gunnery Ranges for Fly. Area	Cont., M.L.O. RFC note & Return
14 Aug	S3/172	0915	0935	MAAF 20 Jul., Ops Inst. #59 - Bombing + Gunnery Ranges	}
14 Aug	S3/173	0915	0935	MAAF, 28 Jul., Ops Inst. #62 - Bombing + Gunnery Ranges	}
14 Aug	S3/174	0915	0935	MAAF, 31 Jul., Ops. Inst. #63, Bomb Range	}
14 Aug	S3/175	0915	0935	22 AA Bde, App A(8) to Naples AA Fg. Inst. #3	Cys to MLO RFC & Cont. orig to file
14 Aug	S3/176		1050	S-3 Trans. of Controllers Weekly op. Summary AMES 890, 8012, 14019, 8020	62 FW
14 Aug	S3/177		1105	S-3: Controllers weekly Opnl Summ.	8012, 890, 8020, 14019 AMES & S/L flight 62 FW
14 Aug	S3/178	1430	[illegible]	Sig. O. - amend #2 to S.O.I.	Filed in SOI
15 Aug	S3/179		0750	S-3 Controllers Log	usual
15 Aug	S3/180		0750	S-3 MLO. Log	usual
15 Aug	S3/181		0750	S-3 Filter O. Log	usual
15 Aug	S3/182		0750	S-3 Cont Report on AA firing on Friendly A/C	62 FW
15 Aug	S3/183		0930	S-3 Teller Recorder Sheets	62 FW
15 Aug	S3/184	0900		MACAF - operational Control Course schedule	Hold for Capt. Peck
	S3/				
	S3/				
15 Aug	S3/185	0900		62 FW TWX - MGSCU A-255, 14 Aug 4 Beams, 416, to Corsica	File
15 Aug	S3/186	0900	0930	MACAF - CAF/11/4/1/AIR, 10 Aug. Visual aids to Nav. - Middle East Cond.	MLO
15 Aug	S3/187	0900	1000	62 FW - Daily Int. - Ops Report 12 Aug	S-2
15 Aug	S3/188	0900	1000	62 FW - Daily Int - Ops Report 11 Aug	S-2
15 Aug	S3/189	0900	1000	MASAF - 9 Aug - Intops Summ. #384	S 2

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
15 Aug	S3/190	0900	1000	MASAF - 10 aug - Intops Summary #385	S-2
15 Aug	S3/191	0900	1000	MACAF, CAF/30/AIR, 11 aug. amend. #4 to Duties of Sector Air Def. Comdr	Controller - to note & Return
15 Aug	S3/192	0900		Sig. O. - 14 aug - Naples, Rome, & Foggia Inter Sector Liaison	File
	S3/				
	S3/				
15 Aug	S3/193	1300		62 FW, 14 aug, Ops. O. 127 - 12 P-47 of 346 to Alghero	File
15 Aug	S3/194	1500		#3 RASS - AMES LOCATION STATEMENT 5 AUG. 44	File
16 Aug	S3/195		0720	S3 Controllers Log	Usual
16 Aug	S3/196		0720	S3 MLO Log	Dist.
16 Aug	S3/197		0720	S3 F. O. Log	
16 Aug	S3/198		0905	S3 Teller Recorder Sheets	62 FW
16 Aug	S3/199	0905	1035	6505 FCA Cont. Log, 12-13 Aug	Cont.
16 Aug	S3/200	0905	1035	6505 FCA Cont. Log 13-14 Aug	}
16 Aug	S3/201	0905	1035	6505 FCA Cont Log 14-15 Aug	}
16 Aug	S3/202		1030	S-3 Memo to Cont. & MLO - Check Land lines twice daily	Cont, MLO, Sig O
16 Aug	S3/203	1030	1310	MACAF - CAF/S.4182/SIGNALS, 7 Aug. Anti-Submarine "Y" Service	Cont. to note & Return
16 Aug	S3/204	1030	1330	W.D. - Informational Intelligence Summary 30 April	S-2
16 Aug	S3/205	1030	1330	Same as above - 20 June	S-2
16 Aug	S3/206	1030	1310	MACAF - MARE NOSTRUM #46	Controller
16 Aug	S3/207			MAAF - Ops Inst. 59 - 20 Jul. - Bombing & Gunnery Ranges	See S3/177 File
16 Aug	S3/208		1310	S-3 Trans. of Controllers Weekly Oper. Summary, Ames 810 & 14019	62 FW
	S3/				
16 Aug	S3/209	0900	1415	MAAF - Air Intelligence Weekly Summary # 90	Controller
16 Aug	S3/210	1615		62 FW, 15 Aug, AMEND. #2 TO Signal Inst.	In S.O.I. 62 FW
17 Aug	S3/211		0745	S-3 Controllers Log	Usual
17 Aug	S3/212		0745	S-3 Filter O. Log	Dist.
17 Aug	S3/213		0745	S-3 M.L.O. Log	

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
17 Aug	S3/214		0750	S-3 Filter O. Report on H-53	62 FW
17 Aug	S3/215		0750	S-3 Controllers Report on H-53	}
17 Aug	S3/216		0750	S-3 M.L.O Report on H-53	}
17 Aug	S3/217		0750	S-3 AALO Report on H-53	}
17 Aug	S3/218		0945	S-3 Teller Recorder Sheets	62 FW
17 Aug	S3/219	0950	1000	MAPRW - Destination Code, 21 to 27 Aug	M.L.O. + receipt returned
17 Aug	S3/220	0950	1010	MAAF, 5 Aug., Amend 1 to Opnl. Inst. 34, Illumination of Coastal Lights for A/C	3 copies received. Cont., MLO, RFC
17 Aug	S3/221	0950	1010	62 F.W., 15 Aug. Daily Intelligence Operations Report	Cont. & S-2
17 Aug	S3/222	0950	1040	MASAF, 12 Aug., INTOPS SUMMARY NO. 387	Cont.
17 Aug	S3/223	0950	1040	W.D. - Informational Intelligence Summary #44-18, 10 June	Cont.
17 Aug	S3/224	0950		22 AA Bde, 15 Aug. Detailed Action Report 15 Aug	File
	S3/				
	S3/				
	S3/				
17 Aug	S3/225	0915	1015	MACAF TWX NO A/C TO VISIT VIS W/O PERMISSION BALKAN AF	RFC
17 Aug	S3/226	1130		22 AA Bde, 16 Aug, Operations Order 29	File
17 Aug	S3/227	1130		22 AA Bde, 16 Aug, Amend. 36 to Stand. Orders for A A Defense of Naples	File
17 Aug	S3/228	0900		SIG. O., 17 Aug. Use of Pickup-Height Board	File
17 Aug	S3/229		1330	S-3 Informal memo to Capt Black on Radar Height reading	Capt Black
17 Aug	S3/230	1630		22 AA Bde - Naples AA Trg. Inst. #3 App. A(8) Amend #1	Info to Cont, MLO, RFC & filed
17 Aug	S3/231	1630		6505 - Controllers Log 15-16 Aug	Cont.
17 Aug	S3/232	1630		62 FW - Poster on Not Buzzing Convoys	Capt Peck
18 Aug	S3/233		0720	S-3 Controllers Log	Usual Dist.
18 Aug	S3/234		0720	S-3 Filter O. Log	
18 Aug	S3/235		0720	S-3 MLO Log	
18 Aug	S3/236		0900	S-3 Teller Recorder Sheets	62 FW
18 Aug	S3/237	0900		MACAF - CAF/16/19/AIR, 10 AUG. OPS. INST. #8 - Friendly A/C Movement Liaison in Corsica + Sard.	File

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
18 Aug	S3/238	0900		62 FW, 16 Aug, Ops Order 106B Air Sea Rescue	Filed
18 Aug	S3/239		0930	S-3 Extract of Filter + Cont. Log Re VHF Interference	Capt Smullin Capt Black
18 Aug	S3/240	0930	1015	6505 Controllers Log, 16-17 Aug	Cont.
18 Aug	S3/241	0930	1015	MACAF, CAF/S.4106/Signals, 13 Aug. MACAF COMMUNICATION FLT. CALL SIGNS	Cont.
18 Aug	S3/242	1000		MACAF MARE NOSTRUM #47 2 cys	Cont. - File
18 Aug	S3/243		1015	Informal memo: Request Info on GAF Recces	Lt Baly
18 Aug	S3/244	1030		22 AA Bde - Amend. 37 to Stand. O's for AA Def. Naples	File
19 Aug	S3/245		0715	S-3 Controllers Log	Usual
19 Aug	S3/246		0715	S-3 MLO Log	Dist
19 Aug	S3/247		0715	S-3 Filter O. Log	"
19 Aug	S3/248	0830	1000	8020 AMES INTERCEPT REPORT ON H-53 of 16/17 Aug	Indorsed to 62 FW
19 Aug	S3/249		1000	S-3 Teller Recorder Sheets	62 FW
19 Aug	S3/250	0830		MACAF TWX A-7, 17 Aug. Re slow scrambles of Beau on H-53, 16/17 Aug	File
19 Aug	S3/251	0945		No. 3 RASSU - AMES LOCATION STATEMENT as of 12 Aug	File
	S3/				
	S3/				
	S3/				
20 Aug	S3/252		0710	S-3 Controllers Log	Usual
20 Aug	S3/253		0710	S-3 Filter O. Log	Dist.
20 Aug	S3/254		0710	S-3 MLO. Log	
20 Aug	S3/255		0850	S-3 Teller Recorder Sheets	62 FW
20 Aug	S3/256	0900		XII A.F. (ADV) 12 AUG: Climatic Report on Lyon-Marseille Area	S-2
20 Aug	S3/257	0900		22 AA Bde, Naples AA Log. Inst #3 appendix A(9)	Cont, MLO, RFC + File
20 Aug	S3/258	0900		22 AA Bde - 18 Aug - Detailed Action Report 16 Aug	File
20 AUG	S3/259	0900		AAF/MTO 10 Aug - memo 62-1 AAF/MTO Ground Safety Program	CO
20 Aug	S3/260	1400		62 FW, 25 AUG, Telephone Directory	Capt Peck.
21 Aug	S3/261		0720	S-3 Controllers Log	Usual Dist

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S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
21 Aug	S3/262		0720	Filter O. Log	Usual
21 Aug	S3/263		0720	MLO Log	"
21 Aug	S3/264		0915	Teller-Recorder Sheets	62 FW
21 Aug	S3/265	0915		62 FW, 19 Aug, ops order 106-C Air Sea Rescue (9 Cys)	All Radars + File
21 Aug	S3/266	0940	1000	6505 Controllers Log 19 Aug	Controller
21 Aug	S3/267	0940	1000	6505 Controllers Log 18 Aug	}
21 Aug	S3/268	0940	1000	6505 Controllers Log 20 Aug	}
21 Aug	S3/269	0940	1000	6505 MLO Log 20 Aug	}
21 Aug	S3/270	0950	1100	62 FW Daily Intelligence - operations Report - 18 Aug	S-2
22 Aug	S3/271		0810	S-3 Controllers Log	62 FW, 416, 6505, AALO, File
22 Aug	S3/272		0810	S-3 Filter O. Log	62 FW, AALO, File
22 Aug	S3/273		0810	S-3 MLO Log	}
22 Aug	S3/274		0815	S-3 Controllers Report on H-919	62 FW, AALO circ. cy + File
22 Aug	S3/275		0815	S-3 F.O.'s Report on H-919	}
22 Aug	S3/276		0815	S-3 MLO's Report on H-919	}
22 Aug	S3/277		0815	S-3 AALO Report on H-919	}
22 Aug	S3/278		0815	S-3 Overlay on H-919	}
	S3/				
	S3/				
	S3/				
	S3/				
	S3/				
22 Aug	S3/279		0925	TWX MG8CT A-06 Request use of Bomb range	62 FW
22 Aug	S3/280	0900	1000	890 AMES monthly operational Report	F/O
22 Aug	S3/281	0910	1000	TWX 242/W7/21/8 Bombing Restriction	Cont
22 Aug	S3/282	0900	1000	14019 AMES monthly operational Report	F/O
22 Aug	S3/283		1010	S-3 Teller Recorder Sheets	62 FW

0446

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
22 Aug	S3/284	1010	1300	6505 F.C.A. Controllers Log 20-21 Aug	Cont.
22 Aug	S3/285	1010	1100	Air Ministry Weekly Intelligence Summary #257 (5 Aug)	S-2
22 Aug	S3/286	[illegible]	1030	S-3 Trans. of Controllers Weekly Opnl. Summaries	62 FW
23 Aug	S3/287		1000 ~~1600~~	S-3 Ops Memo 5 - Reference Points STENCIL	62 FW
22 Aug	S3/288	1440		MAAF, 12 AUG, Ops Inst. 70 - Briefing Inst. for Pilots Flying over Switzerland	File
22 Aug	S3/289	1440		MACAF, 13 Aug. Amend List # 5 to Location Statement of 28 June 44	Entered in Location List
23 Aug	S3/290		0750	S-3 Controllers Log	Usual
23 Aug	S3/291		0750	S-3 Filter O. Log	Dist
23 Aug	S3/292		0750	S-3 MLO Log	
23 Aug	S3/293		0800	S-3 Controllers Report on H-939	62 FW
23 Aug	S3/294		0805	S-3 MLO " " " "	62 FW
23 Aug	S3/295		0805	S-3 F.O. " " " "	62 FW
23 Aug	S3/296		0805	S-3 Overlay " " "	62 FW
23 Aug	S3/297		1030	S-3 T.R Sheets	62 FW
23 Aug	S3/298	1015	1030	MAAF, 12 AUG - AMEND 19 TO MAAF SIG PUB. #3	MLO
23 Aug	S3/299	1015		AAF ENG. CMD/MTO, 15 AUG Airfield Status report	Capt Peck
23 Aug	S3/300	1000		MACAF - CAF/9/9/AIR/AS, 21 Jul. - Communications for Italian AF Comp. of B.A.F.	File
23 Aug	S3/301	1600		NAVAL OPS, July - Combat Information Center	
23 Aug	S3/302	1600	1610	MAPRW - Destination Code 28 Aug - 3 Sep.	MLO.
23 Aug	S3/303	1600		22 AA Bde - Detailed Action Report 21 Aug	File
23 Aug	S3/304	1600		62 FW M.G.ACT A-373, 22 Aug. Have Officer Cont. on dy at all times	File
24 Aug	S3/305		0715	S-3 Controllers Log	Usual
24 Aug	S3/306		0715	S-3 Filter O. "	Dist
24 Aug	S3/307		0715	S-3 MLO "	
24 Aug	S3/308		0900	S-3 Teller Recorder Sheets	62 FW
24 Aug	S3/309	0900		SIG.O. - Info on Test Flight for Ares 890 + 140/9	File
24 Aug	S3/310	1115		22 AA Bde TWX O-319 Expedite ack Ops. O. #29	File (ansd.)

0447

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S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
24 Aug	S3/311		1020	S-3 MGSCT A-07 Receipt ack ops O. 29 cy 15	22 AA Bde
24 Aug	S3/312	1030		Sig. O. - Test flight Ames 256 + Ames 8020	File
24 Aug	S3/313	1030	1045	6505 - Cont. Log 21-22 Aug	Cont
24 Aug	S3/314	1030	1045	6505 Cont Log 22-23 Aug	Cont.
24 Aug	S3/315	1100		Sig O - 25 Aug - Signal Inst. 1-39 Wire failure Procedure	
24 Aug	S3/316	1100		Aerodrome Call Signs, Code names, etc. (3 cys)	1 - RFC 1 - MLO 1 - File
24 Aug	S3/317	1430		MAAF - Control of A.I. MK VIII night fighters	Controller
25 Aug	S3/318		0710	S-3 Controllers Log	Usual
25 Aug	S3/319		0710	S-3 MLO "	Dist
25 Aug	S3/320		0710	S-3 Filter O. "	
25 Aug	S3/321		0930	S-3 Teller Recorder Sheets	62 FW
25 Aug	S3/322		0915	S-3 Ops Memos Reference Points	See File cy
25 Aug	S3/323	0930		22 AA Bde - Detailed action Report - 22 Aug dtd 24 Aug	File
25 Aug	S3/324	0930		MACAF CAF/53/11/AIR 23 Aug Operational Control Course	Hold
25 Aug	S3/325	1500		22 AA Bde, 25 Aug, Ops. O. 30	File
25 Aug	S3/326		1510	S-3 TWX - MGSCT A-08 Receipt ack of ops O. 30	22 AA Bde
26 Aug	S3/327		0730	S-3 Controllers Log	Usual
26 Aug	S3/328		0730	S-3 MLO "	Dist
26 Aug	S3/329		0730	S-3 F. O. "	
26 Aug	S3/330		0900	S-3 Teller Recorder Sheets	62 FW
26 Aug	S3/331	1000		62 FW - Ops. O. 125, 24 Aug - Move of Ames 8012 + Filter 2	File
26 Aug	S3/332	1000	1045	MAAF/HQ/S.102/AIR (OPS), 14 Aug Visual aids to Navigation	RFC
26 Aug	S3/333	1000		MAAF, 15 Aug, Ops Inst 72 - Assgn. of Bomb + gun. ranges + Low fly areas	File
	S3/				
	S3/				
26 Aug	S3/334	1000	1110	MACAF - CAF/49/AIR, 21 Aug - Interception of Low Recce E/A w/Type 14 RDF Equip	Ames 890, 8012 8020, 14019, 896 + Cont.
26 Aug	S3/335	1000	1110	62 FW, 23 Aug, Ops Memo 21 - Night Interception	Ames 8020, 8012, 896, 890, 14019 + File Cont.

0448

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
26 Aug	S3/336	1000	1110	MACAF - CAF/7039/2/3/Sigs, 20 aug window Trials	Radar + Sig O.
26 aug	S3/337	1100	1115	8020 ames - Intercept Report on H-919 21-22 Aug	1 cy 62 FW 1 " File
26 aug	S3/338	1100	1115	8020 ames - 12-19 Aug - controllers Weekly Opnl Summary	62 FW
26 Aug	S3/339	1115		Sig O - Test Flight for U.S. 404	Destroyed by Capt Pack
26 aug	S3/340	1115		Sig O - Test flight for US 1122	
26 Aug	S3/341	1115	28/1115	MACAF, 20 aug, CAF/5.4/82/Sigs. Convoy & A/C Call Signs	Cont.
26 Aug	S3/342	1115	1120	MAAF, 2 aug 44, MAAF/551/3/AIR Amend List #3 to SD/MAAF/7	MLO
26 Aug	S3/343	1615		62 FW, 24 aug, Ops. O. 129 - move. of 346 F.S. to Tarquinia A/D	File
26 Aug	S3/344	1615		W.D. - A.R. #95-15, 3 may 44 Flying General	File
26 Aug	S3/345	1615	27/1000	MACAF, 19 aug, CAF/9/5/2/Air A/C Visiting Capodichino A/D	Cont, MLO, RFC
27 Aug	S3/346		0700	S-3 Controllers Log	Usual
27 Aug	S3/347		0700	S-3 F.O. "	Dist
27 Aug	S3/348		0700	S-3 MLO "	
27 Aug	S3/349		0930	S-3 I.R. Sheets	62 FW
27 Aug	S3/350	0930		MACAF TWX A-76 Aug 26 re Bomb range	File
27 Aug	S3/351	0945	1000	6505 Controllers Log 25-26 Aug	Cont
27 Aug	S3/352	1400		6505 - Ops memo 12A - 25 aug. - Air Raid Warning - Civitavecchia	
27 Aug	S3/353	1400		6505 - Ops memo 14A - 25 aug. Air Raid Warning - San Stefano	
27 Aug	S3/354	1600		62 FW, 22 AUG, Daily Maint. Periods (Radars)	File
27 Aug	S3/355	1600		62 FW, 22 AUG, Radar Station Status Report	File
27 Aug	S3/356	1600		62 FW, 22 aug, monthly Maint. Periods (Radars)	File
27 Aug	S3/357	1610		8020 Ames, 24 aug 44, 8020/65/Sigs - Hun Reconnaissance (22/23 & 23/24 Aug)	Sig O & Radars
28 Aug	S3/358		0800	S-3 Controllers Log	Usual
28 Aug	S3/359		0800	S-3 ~~M~~ Filter O. Log	Dist
28 Aug	S3/360		0800	S3 MLO Log	
28 Aug	S3/361		0800	S-3 Controllers Report on X-61	62 FW
28 Aug	S3/362		0800	S3 Filter O. " " "	62 FW

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S-3 IN - OUT REGISTER

ATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
28 Aug	S3/363		0800	S-3 MLO Report on X-61	62 FW
28 Aug	S3/364		0800	S-3 Overlay on X-61 (2 cys)	62 FW
28 Aug	S3/365		0930	S-3 T.R. Sheet	62 FW
	S3/				
	S3/				
	S3/				
28 Aug	S3/366	0900	1020	8012 AMES - Controllers Weekly ops summary 12-19 aug	trans. to 62 FW
28 Aug	S3/367		1110	S-3 MGSCT A-09 Flying Violation	see file
28 Aug	S3/368	1130		22 AA Bde - Standing Inst. for AA def of Naples #12, 22 aug (AA assist to A/C)	cy Conf File
28 Aug	S3/369	1530	29/0950	8020 AMES S.2/1/air 26 aug Controllers weekly opnl sum. 19-26 aug	62 FW
28 Aug	S3/370	1530		62 FW, 27 aug - Reports of Inspections	File
28 Aug	S3/371	1600		62 FW ops memo 22, 26 aug Night Interception	File
28 Aug	S3/372	1600		22 AA Bde, 26 aug, Naples AA Fig. Inst. #3 app 'A'(10)	Cys to MFO, RFC, Conf File
29 Aug	S3/373		0710	S-3 Controllers Log	62 FW, 6505, etc. (usual)
29 Aug	S3/374		0710	S-3 F.O. "	
29 Aug	S3/375		0710	S-3 M.F.O.	
29 Aug	S3/376		0930	S-3 T.R. Sheets	62 FW
29 Aug	S3/377		0925	S-3 MGSCT A-10 Fly. Violation	X II Tac AF Rear 62 FW
29 Aug	S3/378	0930	1300	OS-1122 - Monthly operational Report	F.O. to pass on to Radar O
29 Aug	S3/379	0930	1300	6505 Controllers Log 23-24 aug	Cont.
29 Aug	S3/380	0930	1300	6505 Controllers Log 24-25 aug	Cont.
	S3/				File
29 Aug	S3/381		0915	S-3 Intercept Report Forms (Blank)	8020 AMES
	S3/				
29 Aug	S3/382		1300	62 F.W. APP. A TO SIG. INST. 200-21 for SEPT	In S01
29 Aug	S3/383		1300	62 FW " " " " " 200-22 " "	"
29 Aug	S3/384		1300	62 FW " " " " " 200-23 " "	"

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
30 Aug	S3/385		0715	S-3 Controllers' Log	Usual
30 Aug	S3/386		0715	S-3 F.O. "	Dist.
30 Aug	S3/387		0715	S-3 MLO "	
30 Aug	S3/388		0900	S-3 T.R Sheets	62 FW
	S3/				
	S3/				
30 Aug	S3/389		0955	S-3 MGSCT-A-11 Re Landline to Italian beacon discontinued	62FW
30 Aug	S3/390	1130	1500	14019 AMES, Controllers Weekly opl Sum 19-26 aug	Letter from 62FW
30 Aug	S3/391	1130	1500	890 AMES " " "	62FW
30 Aug	S3/392	1130	1410	62FW, 28 aug, Daily Intel - Ops Report	S-2
30 Aug	S3/393	1130	1410	MASAF, 26 aug INTOPS SUMMARY 401	S-2
30 Aug	S3/394	1130		AIRCRAFT RECOGNITION MAGAZINE - July	
30 Aug	S3/395	1415		TWX, TAF ITALY (ANS TO S3/377)	File
30 Aug	S3/396		1420	S3 MGSCT-A-12 Black Widow P-61 operating this area	NOIC 22AA Bde
31 Aug	S3/397		0910	S3 CONT, F.O. MLO Logs	Usual Dist
31 Aug	S3/397		0910	S-3 T.R Sheets	62 F.W.
31 Aug	S3/398		1000	S-3 TWX A-13	AOC MACAF 62 FW
31 Aug	S3/399		1000	S-3 TWX A-14	AOC MACAF 62 FW
31 Aug	S3/400	0930	1010	XIIAF Climatic Report [illegible]	S-2 Cont MLO RFC File
31 Aug	S3/401	0930	1011	6505 Cont Log 28 Aug	Cont.
31 Aug	S3/402	0930	1011	6505 " " 29 Aug	Cont
31 Aug	S3/403	1000	1020	6505 " " 27 Aug	Cont
31 Aug	S3/404	1040	1110	S-3 Memo, Violators of V.A.Z.	MLO
31 Aug	S3/405	1040		22AA admin #2 29 Aug	File
31 Aug	S3/406	1040		22AA Detailed Action RpT 28 Aug	File
31 Aug	S3/407	1040		6505 Opr order # 3-C 23 Aug	File
1/9	S3/408		0715	S-3 CONTL, MLO + FO Logs	Usual Dist.

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
1/9	S3/409		0941	S-3 Teller + Recorder Sheets 31 Aug	62nd Wing
"	S3/410	0900		62 Wing Hq Macaf TWX A-121 Smoke orders	~~62 Wing~~
"	S3/411	0900		62 Wing Hq Macaf TWX A-121 Smoke Orders	
"	S3/412	0900		Hq 62 Operational Order #130	File
"	S3/413	0900		" Operational Order #132	File
"	S3/414	0900		" Operational Order #131	File
"	S3/415		1044	TWX #A-15	62nd Wing
"	S3/416	1300		Sig Off Sig Instruction Amend #3	File Sig OPS Instructions
"	S3/417	1300		S-1 S/O #37 30/8/44 6504th Hq	File
"	S3/418	1300	1330	AMES 8012 Controller Weekly Summary	CG 62nd Wg
2/9	S3/419		0700	S-3 Controller, MLO + FO Log	Usual Dist
2/9	S3/420		0900	S-3 Teller + Recorder Sheets	62nd Wg
"	S3/421	0930		Natousa Red of Certain AF Units	File
"	S3/422	0930	1000	MTO Ops Inst #21, Pilots Briefing	MLO
"	S3/423	0930	1000	MTO Airfield Accidents	MLO
"	S3/424	0930	1000	XII FF Station List	MLO
3/9	S3/425	0900	1100	S-3 Ops Memo #6. 30 Aug 44	as shown on Distribution file
3/9	S3/426		0830	S-3 Cont, MLO F/O Logs w/overlay etc	Usual Dist.
3/9	S3/427		0940	S-3 T + R Sheets 2 Sept 44	62nd Wg
3/9	S3/428	0940		Hq 6505 Controllers Logs 30 + 31 Aug + 1 + 2 Sept 44	File
3/9	S3/429	1100		Macaf Scales for AA Defence	File
3/9	S3/430	1100	1400	8020 Efforts by night fighter of E/A	CG 62nd Wing
3/9	S3/431	1100		XII FC. Station List 29 Aug	File.
3/9	S3/432	1100	1500	8020 Rpt of Ind Interception on H-Raid	ORC Macaf
4/9	S3/433		0700	S-3 Cont, MLO, F.O. Logs	Usual Dist
4/9	S3/434			S-3 T. R. Sheets	62FW
4/9	S3/435		1135	Call Signs of 427 NFS	all times MLO + Cont

0452

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
4/9	S3/436		1135	S-3 P-61 Black Widow A/C	All Ames Cont. + M.L.O
4/9	S3/437	0900	1135	62FW Daily Int.-Ops Report 1 Sept	S-2
4/9	S3/438	?		62FW SOU TWX No Form White on Single Ships along Coast	File
4/9	S3/439	1000		6502 FCA. TWX New Location + Call Signs	File +
4/9	S3/440	1300	1400	MJAO-8, 1/8/44	Controller (To read + ret)
5 9	S3/				
5 9	S3/				
5/9	S3/441		0710	S-3 Cont., M.L.O. F.O. Logs	Usual
5/9	S3/442		0950	S-3 T.R. Sheets	62FW
5/9	S3/443	0950		22ND AA Bde - action Report, 2 Sept	File
5/9	S3/444	0950	1100	6505 - Cont. Log, 2-3 Sept	Cont
5/9	S3/445	0950	1100	" " " 3-4 Sept	Cont
5/9	S3/446	1600		62FW, 1 Sept., Amend #3 To SOI	File
6/9	S3/447		0710	S-3 Cont., M.L.O., F.O. Logs	Usual
6/9	S3/448		1000	S-3 T.R. Sheets	62FW
6 Sept	S3/449	1000		62FW, TWX MGSAP566 - Balloon Bar. at Naples to cease operations	File CAA
6 Sept	S3/450	1030		Sig. O. - 404 off air 0900, 7 Sept. to install amp. control	
6 Sept	S3/451	1130		62FW, 5 Sept. - Ops. O. 133 - Move of 890 Ames	File
6 Sept	S3/452	1130		14019 Ames Controllers Weekly Opnl Sum. 26 Aug. 2 Sept	Trans to 62FW
6 Sept	S3/453	1400		MACAF, 29 Aug, CAF/4182/Sigs CONVOY + A/C CALL SIGNS	
6 Sept	S3/454	1400		MACAF, 31 AUG, CAF/11009/9/2/HQ. Section 10A: MASTER CONTACTOR EQUIPMENT	
6 Sept	S3/455	1400		22 AA Bde, 5 Sept, TWX - Practice Zone B concentration on 6 Sept.	File
	S3/				
	S3/				
6 Sept	S3/456	1400	1600	62FW Daily Int. - Ops Report 2 Sept	S-2
7 Sept	S3/457		0710	S-3 Cont., F.O., M.L.O Logs	Usual
7 Sept	S3/458		0910	S-3 T.R. Sheets	62FW

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S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
7 Sept	S3/459	0930		6505 FCA- Controllers Log, 4-5 Sept	Cont
7 Sept.	S3/460	0930		" " " " 5-6 Sept	Cont
7 Sept	S3/461	0930		62FW, 6 Sept, Gen. O. #23, attachment of Units (416 + 427 NFS)	File
7 Sept	S3/462	1000	8 Sept 0900	62FW Daily Intel-Ops Report 3 Sept	S2
"	S3/463	1000	8 Sept 0900	" " " " " 4 Sept	S-2
"	S3/464	1000	8 Sept 0900	" " " " " 5 Sept	S2
"	S3/465		1600	Trans. of WD AAF Form 5 Lt. Baldwin & Col Norwood	Chief Flying Safety
"	S3/466	1600		6505 FCA, 4 Sept. Ops memo 16	File
"	S3/467	1600	8 Sept 0900	Digest of A/B Radar news CAF/S7010/18/Sigs 18 aug	Radar O.
"	S3/468	1600	8 Sept 0900	MAAF Air Intel. Weekly Sum. # 93	S-2
"	S3/469	1600	8 Sept 1000	8020 Ames - Intercept Report on X-446 of 2 Sept	62FW
"	S3/470	1600		Sig O. - Sig Inst 1-15 3 Sept	File in 501
8 Sept	S3/471		0710	S-3 Cont., MLO, FO Logs	Usual
8 Sept	S3/472	0900		MACAF TWX A173, 6 Sept 1200 Changes in Boundaries of Ftr Sectors	Misc. File
8 Sept	S3/473	0900		XII FC MEMO, 30 aug. - Re Air Transportation	File
8 Sept	S3/474	0900		62FW, App A, C, E to Sig Inst 200-52 5 Sept	501
8 Sept	S3/475	0900		TWX, MACAF 554, 6 Sept re Beacons	Cont.
8 Sept	S3/476	0900		890 Ames - Cont. Weekly Ops Summary 26 aug to 2 Sept	62FW
8 Sept	S3/477		1000	S-3 TR Sheets	62FW
9 Sept	S3/478		0710	S-3 Cont., MLO, FO Logs	Usual
9 Sept	S3/479		1020	S-3 TR Sheets	62FW
9 Sept	S3/480	1020	1100	8012 Ames Weekly Opnl Sum 26 aug - 2 Sept	62FW
"	S3/481	1020	1045	AAF ENG CMD/MTO Airfield Status Report, 1 Sept	MLO
"	S3/482	1020	1030	6505 Cont Log 6-7 Sept	Cont
"	S3/483	1020	1030	" " " 7-8 Sept	"
"	S3/484	1020		MAAF - amend #20 to MAAF Sig Pub #3	File
"	S3/485	1020		" " #21 " " "	File

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
9 Sept	S3/486	1030		6505 Ops memo #16-A Air Raid Warning Civita	File
9 Sept	S3/487	1030		62 FW, Ops O. # 134 8 Sept	File
9 Sept	S3/488	1030		MACAF A192, 8 Sept. (TWX) Re Change in Sectors (see S3/472)	Misc File
9 Sept	S3/489	1030		MJAO #8, 1/8/44	MJAO File
10 Sept	S3/490		0710	S-3 Cont, MLO, FO Logs	Usual
10 Sept	S3/491		0910	S-3 T.R. Sheets	62 FW
10 Sept	S3/492	0915		MACAF Amend List #1 to Location Statement dtd 22/8/44	File
10 Sept	S3/493	0915	1000	62 FW - Plan Position + Height Coverage Diagrams 3 Sept	Sig O.
10 Sept	S3/494	0915		MAAF TWX MX 30558 7 Sept. IAZ by night Naples Cancelled 9/1200	File
10 Sept	S3/495	0930		22 AA Bde - Naples AA Trg. Inst #3 Appendix A (12)	File.
10 Sept	S3/496	0930		22 AA Bde, 9 Sept. - Standing Orders for AA Defence of Naples - Amend # 38	
10 Sept	S3/497		1000	S-3 Ops Memo #4A (Cancels #4)	see file cy
11 Sept	S3/498		0830	S-3 Cont., MLO, FO Log	Usual
11 Sept	S3/499		0830	S-3 Cont, F.O., & AALO Report on H-76 w/overlay	62 FW MACAF (w/Logs)
11 Sept	S3/500		0930	S-3 T.R Sheets	62 FW
12 Sept	S3/501		0750	S-3 Cont, F.O., MLO Logs	Usual
12 Sept	S3/502		0800	S-3 T.R. Sheets	62 FW
13 Sept	S3/503		0750	S-3 Cont, F.O. MLO Logs	Usual
13 Sept	S3/504		0915	S-3 T.R. Sheets	62 FW
13 Sept	S3/505	0915		MAAF, 22 Aug., Ops Inst. 76 - G/C Safety - Procedure + Equip	
13 Sept	S3/506	0915		890 Ames Weekly + Final Sum. 2-9 Sept	File
13 Sept	S3/507	0915		14019 Ames " " " 2-9 Sept	File. 1 cy MACAF
13 Sept	S3/508	0915		22 AA Bde, 12 Sept. Amend 40 to Standing O. for AA Def of Naples	File
	S3/				
	S3/				
	S3/				
	S3/				

0455

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
10/3	S3/1	1330	1335	a/D serviceability	Controller
10/3	S3/2	1405	1415	observation balloons in Switzer	Controller
10/3	S3/3	1405	1415	a/c in Ser Sqs in France	416 NFS
10/3	S3/4	1410	1415	Radar Station - Status Rpt	Controller
10/3	S3/5	1410	1415	Ops Order 155 62FW	Controller
10/3	S3/6	1410	1415	Ops Order 155 62FW	U.S. 2119
10/3	S3/7	1410	1415	Practice Firing Naples harbor	Lt Bond
10/3	S3/8	1420		effective time for new H/F DKWK GCI frequencies	file
10/3	S3/9	1420		Algiers out of bounds	file
10/3	S3/10	1420	1500	use of channels	~~file~~ Sig O
10/3	S3/11	1420		Ops order 62FW 155 (2 cops)	file
10/3	S3/12	1420		Radar Station - Status Rpt	file (8 cops.)
10/3	S3/13	1420		Ops Memo 19 (2 cops)	file
10/3	S3/14	~~#~~	1425	receipt for Hq 62 Wg / R.S.-S. Rept	Sig O. 62 Wg
10/4	S3/15		0815	controllers log	62nd Wg.
10/4	S3/16	0930		62FW ops. O. 156	file
10/4	S3/17	0930		62FW ops. O. 157	file
10/4	S3/18	0930		WD - Memo W 850-44 Tactic Def. + Interp.	file
10/4	S3/19		1510	S.O.P. for Controllers	1- RED SECTOR, 1- CONTROLLER, 2- FILES
10/4	S3/20		1535	S.O.P. for Cont - Bear Patrols	1- US 2119, 3- files
10/04	S3/21	1535	~~1535~~	New Operational channels	6- files
10/04	S3/22	1545		Proof sheets & messages	2- files
10/05	S3/23		0920	Controllers Log (orig copy) to 62 FW	File
10/05	S3/24		0950	Operation room teams 1 to 1st Sgt, 1 to Ops R, 1 to HR.	File
10/5	S3/25	1030		62FW MGSDS S-338 Restricted areas VIAREGGIO, ETC	file
10/5	S3/26	1030	1300	62FW MGSDS S-339 Procedure for moving into 5 Army area	~~file~~ S-4
10/5	S3/27	1030		XII AF SC Station List	File

0456

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
10/5	S3/28	1030		XII FC G.O. 66 apt. of A/F Commdrs	File
10/5	S3/29	1030		XII FC G.O. 61 announcement of Dep. Comdr	File
10/5	S3/30	1030		XII FC orders — apt A/F C.O. Florence	File
10/10	S3/31		0815	S-3 Controllers Log	62 FW
10/10	S3/32	0800	1000	MATAF TWACT-D 145 BOMBING DIRECTIVE FOR 10 OCT.	S-2
10/10	S3/33	0800	1000	XII FC ADV E980 DIRECTIVE 10 OCT.	S-2
10/10	S3/34	0800	1000	XII FC ADV. E960 INTENTIONS FOR NIGHT 9/10 OCT 44	S-2
10/10	S3/35	0800	1000	4 GR OPS AB 46 SHIPPING IN GULF OF CORINTH AND PATRAS FRIENDLY	S-2
10/10	S3/36	0800	1000	414 NFS MBSCT-0-17 OPS CANCELLED NITE 9 OCT	S-2
10/10	S3/37	0800	1000	MATAF TWACT D 136 MED. BOMBER INTENTIONS 9 OCT.	S-2
10/10	S3/38	0800	1000	62 FW MBACT-0-172 REF. OPS. MEMO 25 62 FW	CONT.
10/10	S3/39	0800	1000	XII FC ADV E 94-0 MISSION 9 OCT. CANCELLED	S-2
10/10	S3/40	0800	1000	MATAF TWACT D-119 BOMBING DIRECTIVE FOR 9 OCT.	S-2
10/10	S3/41	0800	1000	XII FC ADV DIRECTIVE 9 OCT.	S-2
10/10	S3/42	0800	1000	XII FC ADV E 92-0 DIRECTIVE 9 OCT.	S-2
10/10	S3/43	0800	1000	57 BW AO 340 REF. AO 339 MISSION CANCELLED	S-2
10/10	S3/44	0800	1000	414 NFS MDSBI-0-15 OPS NITE 8/9 OCT CANCELLED	S-2
10/10	S3/45	0800	1000	XII FC ADV E-880 A-20'S WILL NOT OPERATE 8/9 OCT.	S-2
10/10	S3/46	0800	1000	XII FC ADV E-85-0 CANCEL ALL MISSIONS 8 OCT.	S-2
10/10	S3/47	0800	1000	MATAF TWACT-D 86 BOMBING DIRECTIVE 8 OCT.	S-2
10/10	S3/48	0800	1000	XII FC ADV DIRECTIVE FOR 10 OCT.	CONT
10/10	S3/49	0800	1000	RED FC RADIO NETS	Sig O.
10/10	S3/50	0800	1000	62 FW 8 OCT. RADAR STA. STATUS REPORT	1- cont 1- G-2 1- S-3 4- Sig O
10/10	S3/51	1000	1015	NOIC LEGHORN CONVOY INFO	CAPT Peck
10/11	S3/52		0815	Cont. Log	62 FW
10/11	S3/53	0830	0845	XII FC ADV DIRECTIVE FOR 11 OCT	S-2
10/11	S3/54	0830	0845	COLORS OF DAY FROM 9-10 OCT	S-2

0457

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
10/11	S3/55	0830	0845	MACAF A380 UNUSAL B24	S-2
	S3/				
10/11	S3/56	0830	0845	MATAF TWACT DISS MED BOMBER INTENTIONS 10 OCT.	S-2
10/11	S3/57	0830	0845	OUT: A-3 62 FW MBACT 350 FB STAND DOWN	S-2
10/11	S3/58	0830	0845	~~[illegible]~~ GALERA A/F IS SERVICEABLE	BASE OPS
10/11	S3/59	0830	0845	XII FC WEATHER REPORT 9/1800 OCT.	FILE
10/11	S3/60	0830	0845	BR OPS. D-1740 FLAK POSITIONS.	S-2
10/11	S3/61	0830	0845	MACAF-S-87 GROTTAGLIE A/F DF U/S	BASE OPS
10/11	S3/62	0830	0845	334 WING A-0-731 NO OPS YOUR AREAS NITE 9/10 OCT	S-2
10/11	S3/63	0830	0845	MATAF TWACT D-1 2 SAME OPS AS FOR 10 OCT.	S-2
10/11	S3/64	0830	0845	XII FC ADV. -E-103-0 INTENTIONS FOR NITE 10/11 OCT	S-2
10/11	S3/65	0830	0845	XII FC ADV. -E-101-0 ORIENTATION AIDS REF FORWARD TROOPS	S-2
10/11	S3/66	0830	0845	334 WING OPS A-0736 NO OPS ARE AREAS TO-NITE	S-2
10/11	S3/67	0830	0845	XV AF E-2667 STRAT. NITE BOMBERS ATTACK VERONA 10/11 OCT	S-2
10/11	S3/68	0830	0845	414 N.F.S MASCP-019 OPS CANCELLED TO-NITE	S-2
10/11	S3/69	0830	0845	REF. FLYING CONT. POMIG. OBST. POMIG A/F	BASE OPS
10/11	S3/70	0830	0845	MAAF ROME, LITTORIO A/F TRANSPORTS ONLY	BASE OPS
10/11	S3/71	0830	0845	XII FC-E135-0 DIRECT. FOR 11 OCT	S-2
10/11	S3/72	0930		WHITE F.C. CONT. LOG 8/9 OCT	FILE
10/11	S3/73	0930		RED F.C. CONT. LOG 8/9 OCT	FILE
10/11	S3/74	0930	21100	A.A.F.E.C. MTO A/F STATUS REPORT	1-MLO 1-FILE
10/11	S3/75	0930	1040	62 FW 10 OCT. RESIN LIGHTS	1 CONT. 1293 1 BASE OPS, 1246
10/11	S3/76	0930	1040	62 FW 1 OCT. 44 A.A. DISP.	~~CONT.~~ file
10/11	S3/77	0930		62 FW 9 OCT. OPS MEMO. 26 3CY'S	1-CONT 1-USAAF 1-FILE
10/11	S3/78	0930	121100	XV AF MISSION CODE EXPAND	MLO
10/11	S3/79	1330		XII FC ADV. 5 OCT. RE. MAAF SIG. PUB. #3	
10/11	S3/80	1615		WHITE FTR. CONT. OPS. MEMO #1 29 SEP	File

0458

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
10/12	S3/81		0830	S-3 CONT. LOG	62 F.W.
10/12	S3/82	1000		62FW MGSIG-0-201 RADAR CALL SIGNS	[illegible]
10/12	S3/83		1100	MAAF AMEND#25 TO MAAF SIG. PUB.#3	BASE OPS.
10/12	S3/84	1300		62FW TWACT-0-197 WEATHER ~~FORECAST~~ FORECAST 11 OCT.	FILE
10/12	S3/85	1300		XII FC WEATHER FORECAST 11 OCT	FILE
10/12	S3/86	1300		XII FC ADV.-E 115-0 FOLLOWING A/F S. FRANCE NO SERVICE OR REPAIR	FILE
10/12	S3/87	1300		MAAF OPS. INSTRUCTION #82	FILE
10/12	S3/88	1300		MACAF-S534 CALL SIGN FOR AIR SEA RESCUE A/C	FILE
10/12	S3/89	1300	1350	17 BOMB WING AO-365 INTENTIONS FOR 12 OCT.	S-2
10/12	S3/90	1300	1350	MATAF TWACT D-200 MED. BOMBER INTENTIONS FOR 12 OCT	S-2
10/12	S3/91	1300	1350	XII FC ADV.-E-220-0 DIRECT FOR 12 OCT.	S-2
10/12	S3/92	1300	1350	42 WING E-204 NEW TARGET TIMES	S-2
10/12	S3/93	1300	1350	XII FC ADV. EO-4 LANDMARKS	S-2
10/12	S3/94	1300	1350	MATAF TWACT D-193 INTENTIONS FOR 42 WING FOR 11 OCT	S-2
10/12	S3/95	1300	1350	MATAF TWACT D-197 BOMBING DIRECT FOR 12 OCT	S-2
10/12	S3/96	1300	1350	328 WING MR-2 4 VENTURAS ARMED RECCE MONGLIA O	S-2
10/12	S3/97	1300	1350	62FW FIRST RECCE FROM GREECE A/D OCT 11	S-2
10/12	S3/98	1300	1350	MATAF TWACT D-192 INTENTIONS FOR 57 BOMB WING FOR OCT 11	S-2
10/12	S3/99	1300	1350	334 WING AO 743 NO OPS OUR AREAS NITE 11/12 OCT	S-2
10/12	S3/100	1300	1350	XII FC ADV E-118-0 INTENTIONS FOR NITE 11/12 OCT	S-2
10/12	S3/101	1300	1350	62FW RECCE A/C EXPECT. TO LAND AT BERGAMO	S-2
10/12	S3/102	1300	1350	62FW RECCE A/C ACTIVE BASE IN ITALY	S-2
10/12	S3/103	1300	1350	MATAF TWACT D-202 FURTHER TO TWACT D-197	S-2
10/12	S3/104	1300	1350	~~XII AF~~ XII AF TWSIG-0-371 AMEND. KEY TABLE INSIDE FRONT COVER OF PUB. 02442	S-2
10/12	S3/105	1300	1350	62FW ~~PARA~~ Y MSG.	S-2
10/12	S3/106	1300	1350	62FW Y MSG.	S-2
10/12	S3/107	1300	1350	XV AF E-2723 ATTACKING TARGETS SE GERMANY	S-2

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S-3 IN - OUT REGISTER

ATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
10/12	S3/108	1300	1350	62 FW MEACT 0-221 Y MSG.	S-2
10/12	S3/109	1300	1350	BLUE FC MARKING OF SWISS A/C 1 OCT.	S-2
10/12	S3/110	1300	1350	MATAF TS 1533 REF. TWACT D-162	S-2
10/12	S3/111	1300	1350	XII FC ADV. DIRECTIVE FOR OCT 11 10 OCT.	S-2
10/12	S3/112	1300	1350	XII FC ADV. EO-1 LANDMARKS	S-2
10/12	S3/113	1300	1350	XII AF E 27.2 STRAT. NITE BOMBERS NITE 1/2 OCT	S-2
10/12	S3/113	1300	1350	62 FW INF. ON ENEMY RECCE	S-2
10/12	S3/114	1300		RED FC 10/11 OCT. CONT LOG	File
10/12	S3/115	~~1300~~	1500	62 FW 10 OCT MEMO	S-2
10/12	S3/116	1300		XII FC 5 OCT RESCISSION OF ORDERS	FILE
10/12	S3/117	1300		XII FC EO-69 APPT. OF A/F CO'S	FILE
10/13	S3/118		0830	BLUE FC CONT. LOG	62 FW
10/13	S3/119	0840	0845	XII FC ADV. OVERSHOES	ADJ.
10/13	S3/120	1100	14 OCT 0945	AAFSC A/D no longer having Repair Facilities	BASE OPS.
10/13	S3/121	1310		62 FW MEACT-0-244 13/1310 A/C ACCIDENT	
10/13	S3/122	1343		RED F.C. REQUEST TO ALL PILOTS	
10/13	S3/123	1600	14 OCT 1500	BLUE FTR SECTOR 13 OCT MEMO #1	1-34 1-CONT 1-33 1-MEDIC 1-33 1-MESSENGER 1-81
10/13	S3/124	1600		62 FW MGSDS 0-247 OVERSHOE	S 1
10/14	S3/125	[illegible]	0845	Blue F.C. Contr Log.	62 FW.
10/14	S3/126	0845		White F.C. Contr Log	File
10/14	S3/127	0845		White FC Contr Log.	[illegible]
10/14	S3/128	0900	14 OCT 1445	62 F.W., 12 OCT. MEMO RE: LETTERS HOME	SIG-O
10/14	S3/129	0900		RED F.C. 62ND FW 11/12 OCT. CONTROLLERS LOG	File
10/14	S3/130	0900	28/1000	MAAF 23 SEP. OPS. INST. #85 ASS. OF DIVE-BOMBING RANGE	MLO
10/14	S3/131	0900	1900 14 OCT	MASAF 8 OCT. INTOPS SUMMARY #444	S-2
10/14	S3/132	0900		RED F.C. 62 FW OCT 12/13 CONT. LOG.	File
10/14	S3/133	0900		XV AF 10 OCT. STATION LIST	FILE

0460

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
10/14	S3/134	0900	14 OCT 1515	MACAF 16 SEP. REF. CAFS. 4134/2/SIG. MACAF SIG. INST.	SIG-O
10/14	S3/135	0930	0944	XII FC ADV. 12 OCT. DIRECTIVE FOR 13 OCT 44	S-2
10/14	S3/136	"	"	XII FC ADV. 11 OCT DERECTIVE FOR 12 OCT	"
10/14	S3/137	"	"	62 FW Y MGS.	"
10/14	S3/138	"	"	62 FW MEACT 0-262 Y MGS.	"
10/14	S3/139	"	"	62 FW MEACT 0 264 Y MGS	"
10/14	S3/140	1320	14 OCT 1490	S-4-MEMO RE DRAWING SUPPLIES	SIG.-O
10/14	S3/141	1320		Adj.-MEMO-RE PICKING UP CORRESP. ROUTING OUTGOING CORRESP.	
10/14	S3/142	1320	14 OCT 1445	62 FW, 11 OCT, UNIT LOCATION LIST	FILE
10/14	S3/143	1320	1400	62 FW. SOI CY. 36 W/AMEND. (3 CYS)	3 CYS TO SIG. O.
10/15	S3/144	0800		WHITE F.C. 13 OCT CONT. LOG	
10/15	S3/145	"		WHITE FC 13 OCT CONT LOG	
10/15	S3/146		0820	BLUE F.C. 14/15 CONT LOG	62 F.W.
10/15	S3/147	0900	0930	62 FW Y MGS.	S-2
10/15	S3/148	0900	0930	62 FW TWACT 0284	S-2
10/15	S3/149	0900	0930	62 FW TWACT 0.283	S-2
10/15	S3/150	1100	/	XII FC. F-124-0 SHORTAKE	
10/15	S3/151	1100		RED FC 14/15 OCT CONT LOG	
10/15	S3/152		1440	BLUE F.C. TAKE-OFFS & LANDINGS	1-OPS O. 1-RED FC. 1-S-3
10/15	S3/153	1700	16/0900	62 FW CALLSIGN TALBOT ASS. TO 65 F SQ.	CONT.
10/16	S3/154		0830	S-3 CONT. LOG	62 F.W.
10/16	S3/155	1045	10/17 1000	WHITE F.C. 14/15 OCT CONT LOG.	File
10/16	S3/156	1900		WHITE F.C. 62 FW. 10 OCT ITEM #13-1	
10/17	S3/157	0830	1000	White Ftr C. Cont Log - 13/14 Oct.	File
10/17	S3/158	0830	1000	Red Ftr C. Cont Log 15/16 Oct.	File
10/17	S3/159	0835		Red Ftr C. Ops Memo #2 Control Stations	File
10/17	S3/160	0835		Red Ftr C. Ops Memo #3 } R/D & VHF Navigational aids North Italy	File

0461

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
10/17	S3/161		0845	Blue Ftr C. 2 Cy Contr Log	62 Ftr Wing
10/17	S3/162	0930	1000	Eaker Neon Lights	S 2
10/17	S3/163	0930	1000	MACAF Neon Lights	S 2
10/17	S3/164	0930	1000	131 Pers AF 341 Wires wanted on P38 # 3722	Flying Control
10/17	S3/165	0930	1000	MAAF Microrayed Radio not serviceable	" "
10/17	S3/166	0930	1000	MAAF Brindisi closed to all Transient	Flying Control A+ NON OP
10/17	S3/167	0930	1000	62 Ftr Wing Ref to Seg Ops # 24-3	Seg officer
10/17	S3/168	0930	1000	234 Cmdr Map reference of 234 times	Seg officer
10/17	S3/169	0930	1000	62 Ftr Wing Callsign	Seg officer
10/17	S3/170	0930	1000	Coastal AF Callsigns allotted to 302 ASR	File
10/17	S3/171	1330		62 Ftr Wing 2 Cys. Administration Procedure (F.C)	1 cy file
~~10/17~~	~~S3/172~~	~~1330~~		~~Administrative Procedure (F.C)~~	
10/17	S3/172	1330		62 Ftr Wing 5 Cys. Ops Memo 2? Speedball Operation	File
10/17	S3/173	1330		XII FC. Spec order 266 - asgd of officers	FILE
10/17	S3/174	1530		62 Ftr Wing Ref Ops Memo 28	File
10/17	S3/175	1530		Coastal Changes in Boundaries & Ftr S.	CONTROLLER
10/18	S3/176	0830	1400	XII FC Rover Joes Location	File
10/18	S3/177	0830		MA Coastal Parts 3 + 4 Area of Responsibility	File
10/18	S3/178	0830		Red Ftr Control Contr Log 16/17 Oct	62 Ftr Wing
10/18	S3/179		1000	Blue Ftr C 2 Cy Contr Log	62 Ftr Wing
10/18	S3/180		1430	Copies 1-2-3 Base Defense Res A/D	S-2
10/18	S3/181	1340	1430	15 AF MISSION CODE EFF. 19 OCT CY 149	File
10/18	S3/182	1430		XII FC. Movements of Units XII FC.	2 Sigs. 2 file
10/18	S3/183	1430		62 Ftr Wing 5 Cys Ops Memo 29 Movement of Hq 104	1 Sig - 1 Contr 2 file
10/18	S3/184	1430		62 Ftr Wing 4 Cys. Ops Memo 27 - A/C Courier Service	
10/18	S3/185	1445		XII FC. R510 Reg Info on A/C accidents	62 Ftr W
10/19	S3/186		0830	Blue FC 2 Cy Contr Log	

0462

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
10/19	S3/187	0900		MA Coastal Leaison officer (See Distribution & Receipt File)	
10/19	S3/180		—	Blue FC Base Defense usa A/D	File
10/19	S3/188	0930		XII FC Permission given N Ftr to fire	
10/19	S3/189	1000		RED FC. 17/18 OCT CONT. LOG	FILE
10/19	S3/190	1000		RED FC. 13 OCT OPS. MEMO. #1	
10/19	S3/191	1100		WHITE F.C. 15/16 OCT CONT. LOG	MLO
10/19	S3/192	1130		62 FW T[illegible]ACT 0-364 MOVEMENT OF A/C	
10/19	S3/193	1700		RED F.C. 18/19 OCT CONT LOG	
10/20	S3/194	0800		62 FW MESIG 0-369 CALLSIGN	62 FW. Re
10/20	S3/195		0f HQ	Blue FC 2 copies Control Log	
10/20	S3/196	0830		WHITE FC. 16/17 OCT CONT. LOG	
10/20	S3/197	0830		WHITE F.C. 62 FW OPS MEMO #2	
10/20	S3/198	0900		XII FC AVD. 17 OCT 44 (2 cy) OPS MEMO #6	SIG. O.
10/20	S3/199	1030	10/21 1445	62 FW. MESIG 374 INTERFILTER NET	1 1313 1 Cont 2 file
10/20	S3/200		1550	78 Ftr C Sq. 4 copies Contr Duty Sched (Oct 20-27 inc)	62 Ftr Wing
10/21	S3/201		0840	Blue F.C. 1 copy Contr Log	CONT. File
10/21	S3/202	0800	1445	WHITE F.C. 1 copy Contr Log	FILE
10/21	S3/203	0830		62FW MESIG -0-371 CALLSIGN BRAZIL AF	FILE
10/21	S3/204	0830		62FW MESIG-0-371 R/T CALL SIGN	BASE OPS.
10/21	S3/205	0830	0900	G&D T.O.O. 210050 REQ. NEWS	49-file 1 Contr.
10/21	S3/206		1015	Blue FC. A/c Call Signs 5 cys.	Conf Com Re
10/21	S3/207		1015	Blue FC Ops Memo #1	" " Re
10/21	S3/208		1015	Blue FC Ops Memo #2	1st IND TO 62 FW
10/21	S3/209	1300	221 1045	62 FW PILOTS INFO FOR FILE	CONT. File
10/21	S3/210	1300	1445	WHITE F.C. 19/20 OCT CONT. LOG	CONT. File
10/21	S3/211	1300	1445	RED F.C. 19/20 OCT. CONT. LOG.	FILE
10/21	S3/212	1310		XII AF 14 OCT. AMEND TO STATION LIST	

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
10/21	S3/213	1300		XII F.C. 18 OCT 44 GENERAL ORDERS #74	FILE
10/21	S3/214	1300	1445	320 SERV. GROUP 17 OCT. REAL ESTATE PRO WITHIN XII AF	ADJ.
10/21	S3/215	1300	1445	62 FW 20 OCT. MEMO NEW NAME XII F.C. IS XXII TAC. (2 cy)	1 CY S-2 1 CY FILE
10/21	S3/216		1400	BLUE F.C. 4 OCT NEW OPS. CHANNELS	414 N.F.S.
10/21	S3/217		1430	S-3 TRANS. OF VHF LOG FOR SPEEDBALL	62 FW
10/21	S3/218	1600		RED F.C. 20/21 OCT. CONTROLLER'S LOG	~~Contr~~ FILE
10/22	S3/219		0830	BLUE F.C. 21/22 OCT CONT. LOG	62 FW
10/22	S3/220	0800		78th F.C. 5 OCT. SPEC. ORDERS #25	RE DIST. TO CONT. + MLO
~~10/22~~	~~S3/221~~	~~0800~~		~~MX-34874 21 OCT~~	
10/22	S3/222	0800		WHITE F.C. 20/21 OCT CONT. LOG	~~Contr~~ FILE
10/22	S3/223	0800		BLUE F.C. 22 OCT MEMO #2	Contr.
10/22	S3/224	1300		62 FW 20 OCT. GENERAL ORDER #28	
10/22	S3/225	1300	28/1000	62 FW 21 OCT. MATERIAL FOR DAILY BULLETIN	ADJ
10/22	S3/226	1300	28/1000	62 FW MGACT-0-411 REF. REPORTING TARGETS	CONT
10/22	S3/227	1615		62 FW MGSIG-0-414 CALL SIGNS FOR US 3001	Contr.
10/22	S3/228	1630		Red F.C. Cont. Log, 21/22 Oct	
10/22	S3/229	1630		MAAF MX 34821 FOGGIA HF/DF 17Q NOT WORKING 0800 TO 1730 25 OCT	Cont
10/23	S3/230	0900		MAAF MX 16th OCT. REF OUR AMEND #67.	MLO
10/23	S3/231		0930	Blue F.C. Contr. Log.	62 FW. Re
10/23	S3/232	0930	0940	MACAF S-DSA-510 (CMD BCAST)	SIG-O
10/23	S3/233	0930	0940	XXII TACTICAL A.F. 22 OCT 44 DIRECTIVE FOR 23 OCT	CONT.
10/23	S3/234	0800		XXII TACTICAL AC ADV. E 242-0 REF OUR EASY 236-0	
10/23	S3/235	0800		REG FLYING CONT. CMD BCAST	
10/23	S3/236	0800		XXII TAC. A.C. E-236-0 LANDMARK	S-2
10/23	S3/237	1300	25/1140	62 FW 19 OCT. ASS. OF RAID NUMBERS (2 cy)	1 cy file 1. Cont. 1-MLO + 7.0.
10/23	S3/238	1300	28/1000	62 FW 21 OCT. COMM. MEMO #9	~~F.O.~~ FILE ~~Cont.~~ + MLO
10/23	S3/239	1300		62 FW 21 OCT. CALL SIGN FOR NITE FTR. SQ. PILOTS	1 US 2119 1 Contr.

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
10/23	S3/240	1450		MAAF change on signal SGO	MLO
10/23	S3/241	1450		MAAF Semi fully op with changes	MLO
10/23	S3/242	1450		MAAF adm to MAAF Sched of Visual Aids	MLO
10/23	S3/243	1300	1500	Weekly Op Report U.S. 2119	2 cys to 62 FW
10/24	S3/244		0130	Blue FC Conts Log	62 Ftr Wing; 1-MESGC.
10/24	S3/245	0900		XII F.C. 15 OCT. STATION LIST	2 File; cont.
10/24	S3/246	1100	1105	346 FS & 350 FG. WEATHER CODE	[illegible]
10/24	S3/247	1300		XII A.F. ADV. 17 SEPT. MEMO 1660-UP ANGELS	~~Conts~~ FILE
10/24	S3/248	0130		White FC Conts Log	~~Conts~~ FILE
10/24	S3/249	0930		Red FC Conts Log	62FW ~~FILE~~
10/25	S3/250		0845	BLUE F.C. 24/25 OCT. CONT. LOG	cont.
10/25	S3/251	0830		XXII TAC A.C. 24 OCT. DIRECTIVE FOR 24 OCT 45	~~cont.~~ FILE
10/25	S3/252	0900		62 F.W. 23/24 OCT. REDFC. CONT. LOG.	FILE
10/25	S3/253	0900		WHITE F.C. 23/24 OCT CONT. LOG	
10/25	S3/253		0915	Blue FC Op Rep communication facilities	54 & 8 AW. See File Copy dec on file
10/25	S3/254		0945	Fire Rep	~~Cont~~ FILE
10/25	S3/255	0930	1140	WHITE F.C. 21/22 OCT. CONT. LOG.	
10/25	S3/256	0930		78th F.C. 23 OCT. ASS. OF VEHICLES.	File
10/25	S3/257	0930		62 F.W. 23 OCT. OPS. ORDER #161 (4 cy)	4 cy File
10/25	S3/258	1030		62 FW Ops Memo 30 (4 cy	4 cy File
10/25	S3/259	1030		62 FW Ops. O. 162, 24 Oct. (4 cy)	4 cy File
10/25	S3/260	1030		XXII TAC, 18 OCT. MEMO 5-5 (Redesignation of Publications)	File
10/25	S3/261	1030		White F.C. 4 OCT. G.O.P. BEAUETRS OFFENSIVE ACTION	File
10/25	S3/262	0800	1045	328 WG A/C ACCIDENT REPORT.	328 WG.
10/26	S3/263	~~0820~~ 0830		BLUE F.C. 25/26 OCT. CONT LOG	62 FW
10/26	S3/264	0820	1140	RED F.C. 24/25 OCT. CONT LOG	~~Cont~~ FILE
10/26	S3/265	0830	1140	64 AA BDE 23 OCT. EXERCISES.	Cont.

0465

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
10/26	S3/266	0830		WHITE F.C. 25 OCT. ITEM #10-7 STANDARD OPS PROCEDURE	FILE
10/26	S3/267	0830	1140	WHITE F.C. 24, 25 OCT CONT LOG	~~Cont~~ FILE
10/26	S3/268	1130	1140	Opo. O. 163, 62 FW 6 COPIES Boundaries of Sectors	1-594 4-FILE 1-Cont.
10/26	S3/269	1335		62 FW MGACT- O-486 NO A/C TO LAND IN FRANCE	File Smith
10/26	S3/270	1400		OPS MEMO #31 - 62 FW 5 COPIES	1-CONT. 1-594 3-FILE
10/26	S3/271	1520		62 FW, 23 OCT. - monthly maint. Periods (Radar) 6 cys	5 File 1-Cont
10/26	S3/272	1520		62 FW, 23 oct. - Daily maint Pds. (Radar) 6 cys	1 Cont 5 File
10/26	S3/273		1630	S-3 Recommendation for S/L Personnel	62 FW + file
10/27	S3/274		0830	SB - Controllers Log 26-27 oct	1-62 FW 1-White FC
10/27	S3/275	0845		Relief of Airbase Commander 3 cys - 62 FW GO #29	Col Smith
10/27	S3/276	0840		62 FW MGS16 506- Calibration Flight	
10/27	S3/277		0830	S-3 MZO Log 26-27 oct	1-62 FW 1-FILE
10/27	S3/278	1045		22 TAC - E 2850 - Acft not to attack grid targets in specified area	File
10/27	S3/279	1115		62 FW MGSIG- O-515 VHF AT RED FC closed down except A-3	
10/27	S3/280		1330	attack of Ground Targets	1-346 1-FILE
10/27	S3/281	1340		Red Ftr Contl - MSGCT O-4 Red Ftr Control shut down	File
10/27	S3/282	1300		RFC 10416 LAND SY-411 AIRDROME CALL SIGNS	FILE
10/27	S3/283		1410	Airfield Radio Facilities	1-CONT 1-416 1-346 FILE 1-414
10/27	S3/284	1500	1500	XII TAC 6-850 - INSPECTION OF PRISONER'S MAIL	ADJ
10/27	S3/285		1530	Controllers Memo night Ftr Procedure	SEE FILE CPY
10/27	S3/286	1535	1535	Ops Memo # 32 62 FW 2 copies	1 cy File
10/27	S3/287	1535		62 FW - Red Ftr Control controllers Log 25+26	File
10/27	S3/288	1535		62 FW - White FTR controllers Log 20 Oct to 26 Oct.	File
10/27	S3/289	1535		White FC controllers Log 17 to 18 Oct	File
10/27	S3/290	1535	1550	939 WING A-23 Illumination Exercise Glitter	MLO
10/28	S3/291		0845	S-3 controllers Log 27 + 28 Oct	1-62 FW 1-WHITE FC 1-FILE
10/28	S3/292		0845	S-3 MZO Log 27 + 28 Oct.	1-62 FW 1-FILE

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
10/28	S3/293	0900		62FW - UNIT LOCATION LIST 6 CYS.	File
10/28	S3/294	0900		Red FC Controllers Log 26-27 oct	File
10/28	S3/295	0900		White FC Cont. Log 26-27 oct	~~File~~ File
10/28	S3/296		1135	S-3 Shipping + Submarines (consider friendly ...)	1-414 1-416 1-346 1 FILE
10/28	S3/297		1135	S-3 Visual Identification (before open fire on any a/c)	1-414 1-416 1 FILE
10/28	S3/298	1330		62FW - List of Reports	
10/28	S3/299		15:25	S-3 Change of Call Sign 345 FS	1-CONT 1-MLO 1-FILE
10/28	S3/300		15:30	S-3 Controllers Duty Schedule	1-CONT 1-B3 1-FILE
10/29	S3/301		08:30	S-3 Controllers Log 28 + 29 Oct	1-62FW 1-WHITE FC RE 1-516 1-FILE
10/29	S3/302		08:30	S-3 M Lo Log 28 + 29 Oct	1-62FW 1-FILE 1-516 OF
10/29	S3/303		08:30	516.0 Filter Officers Log	2-62FW
10/29	S3/304	0830	10:15	AAF/MTO, 19 OCT - MISUSE OF CLASSIFIED COM. FACILITIES (2 cys)	1-516 0 1-FILE
10/29	S3/305	0830	~~10:15~~	White F.C. CONT. LOG 27/28 Oct.	~~1-CONT~~ File
10/29	S3/306	0830		594 SAW BN, 27 OCT. - movement order #1	
10/29	S3/307		09:30	62FW M6516-0-467 Changing Ops Channels	516 0
10/29	S3/308	1300	1330	S-3 - AAF/MTO Airfield Status Report	Cont.
10/29	S3/309	1300		62FW ops order #164 (4 cys)	4 FILE
10/29	S3/310	1300		62FW ops order #165 (4 cys)	4 FILE
10/29	S3/311		14:30	S-3 Operational Channels	1-CONT & FILE
10/30	S3/312		08:30	S-3 Controllers Log 29 + 30 Oct	1-62FW 1-WHITE FC RE 1-516 - 1 FILE
10/30	S3/313		08:30	S-3 M Lo Log 29 + 30 Oct	1-62FW 1-516 1-FILE
10/30	S3/314		08:30	S-3 Filter Officers Log	2-62FW RE 1-FILE
10/30	S3/315		1100	Base C.O. Annex #4 to Base Def. Plan (Capt. of Base Def. C.O.)	SEE RECEIPT FILE
10/30	S3/316	1300	~~1300~~	62FW MGACT-0033 B-25 #41-29682 to be returned	Col Smith
10/31	S3/317		08:30	S-3 Controllers Log 30 + 31 OCT	1-62FW 1-WHITE FC 1-516 - 1 FILE
10/31	S3/318		08:30	M Lo Log Log 30 + 31 Oct	1-62FW 1-FILE
10/31	S3/319		08:30	Filter Officers Log	2-62FW

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
10/31	S3/320	09:00	[illegible]	62 FW Ops memo #33 6 cpys	1-Col. Smith 1-Major Dyke 1-Cont 3-File 6-File
10/31	S3/321	09:00		62 FW Ops order #166 6 cpys	
10/31	S3/322	09:00		XXII TAC 25/10 Usage of airfield (Florence) 2 cpys	1-Col Smith 1-File
10/31	S3/323	0900		119 Field Signals Unit, RAF R/T Intercept Report #1	File
10/31	S3/324		13:30	G-3- crystalization of night Fighters	2-338 [illegible] 1-FILE
10/31	S3/325		13:40	FO-1 overlay on X-804 of 30 Oct	1-62 FW
11/1	S3/326		0830	S3 Controllers Log 31 Oct-1 Nov	1-62FW 1-White FC 1-SMO 1-File 1-62FW 1-S16
11/1	S3/327		0830	S-3 MLO Log 31-1 Nov	1-File
11/1	S3/328		0830	Sig. O. F.O. Log 31-1 Nov	2-62FW 1-File
11/1	S3/329	1015		62nd Ft Wg - OO #167 - Movement to 562nd of US 725' 1038	6 copies File
	S3/330	1015		White F. Sector - Controllers Log - 30 Oct 44	1 Copy CONT
	S3/331	1015		XXII TAC (Adv) Annex #1 To OPS MEMO #6 - Rover Joe	2 Copies File
	S3/332	1015	1530	TELE - 62 FW MGACT 0-596 PD	1 Copy Cont
	S3/333	1015		[illegible] - FM 24-13 AIR EXTRACT OF COMBINED OPERATING SGS	4 Copies
	S3/334	1515	1530	414 NFS Form #1 10-23-44 10-22-44	1 Copies ea. Col Smith File
	S3/335	1515	1530	MTO/AAFSC Fire fighting Memo #131-8	1 Copy Col Smith
	S3/336	1515	1530	AAF Tng Cmd - Fighter Gunnery	1 Copy Col Smith
11/1	S3/337	1530		White F.C. Cont. Log 28/29 Oct	CONT
11/1	S3/338	1530		White FC S.O.P. Item 4-2	Cont
11/1	S3/339	1530		White F.C. Memo: Procedure during Moon Period	File
11/1	S3/340	1530	9/1000	AADC Airfields SOP	Cont
11/2	S3/341		0830	S-3 Controllers Log Nov 1-2	1-62FW 1-White FC 1-S16 1-File
11/2	S3/342		0830	S-3 MLO Log Nov 1-2	1-62FW 1-File 1-S16
11/2	S3/343		0830	S16 Filter Officers Log Nov 1-2	2-62FW 1-FILE
11/2	S3/344	0830	0900	3rd Photo Gp, Recco 25 Oct. Grid Code MAPRW #1 MAP	MLO
11/2	S3/345	1300		62 FW - Ops Order #168 5 cpys	File
11/2	S3/346	1330	9/1000	Air Sea Rescue and Regional Flying Control Boundaries MATAF	Cont

0468

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
11/2	S3/347	13:30	9/1100	M6ACT-N-27-62FW: Channels for Speedball Ops	Cont
11/2	S3/348	13:30		White Fitr Control Controllers Log 30-31 Oct	
11/2	S3/349	13:30		White FC M.L.O. Log 31 Oct - Nov 1	File
11/2	S3/350	13:30		White FC Controllers Log 31 Oct - Nov 1	File
11/2	S3/351		15:45	78 F CSQ - Transmittal of WDAAF Form #5	Chief Flying Safety
11/7	S3/352		1115	S-3 Cont Log 2 - 7 Nov.	1-62 FW 1 orig 1-White 1-File
11/7	S3/353	1450		MAAF MX35814 Change of Falconara A/D call sign	cys to Cont MLO - 1 File
11/7	S3/354	1450		62 FW, 30 Oct - Flying Clothing	1- Col Smith
11/7	S3/355	1450		XII AFSC, 20 Oct - Station List	File
11/7	S3/356	1450		62 FW, 4 Nov - ops memo 34 5 cys	1- File 4- Col Smith & Bick
11/7	S3/357	1450		White FC Cont. Log 3-4 Nov	File
11/7	S3/358	1450		US 2119 Weekly Oper. Report - 29 Oct to 4 Nov	File
11/7	S3/359	1450		F.O. - F.O. Log 6 Nov.	File
11/7	S3/360	1450		F.O. - F.O. Log 7 Nov	"
11/7	S3/361	1450		Blue F.C. - MACAF AC 292, 3 NOV use of IFF	MLO
11/8	S3/362		0830	S-3 Cont. Log 7/8 Nov	1-62 FW 1-Sig Hq 1-File
11/8	S3/363		0830	S.O. Filter O. Log 7/8 Nov	2-62 FW 1-File
11/8	S3/364		0830	S-3 M.L.O. Log 1/2 Nov	1-62 FW 1-S.O. 1-File
11/8	S3/365	0900		White FC Cont. Log 1/2 Nov	File
11/8	S3/366	0900		White F.C. Cont. Log 2/3 Nov	File
11/8	S3/367	0900		62 FW, 3 Nov, Ops. O. 170 (4 cys)	File
11/8	S3/368	0900		MAAF - Amend 29 to Sig Pub # 3	MLO + Base Ops
11/8	S3/369	0900		" " 30 " " " "	MLO Base Ops
11/8	S3/370	0900		62 FW, 2 Nov, Ops. O. 169	File
11/8	S3/371	0900	9/1000	NATOUSA, 24 Oct. G.O. # 111 Redesignation of Natousa	Adj
11/8	S3/372	0900		AF HQ, 16 Oct. Abbreviations of Unit Designations	File
11/8	S3/373	0900	9/1000	XXII TAC - Memo 5-6, 29 Oct. Blank forms	Adj.

0468

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
11/8	S3/374	1030		White F.C. Cont. Log 4/5 Nov	File
11/8	S3/375	1030	9/1000	White F.C., 5 Nov. - Report on Enemy air activity, 4 Nov	Cont
11/8	S3/376	1030		White F.C, Cont Log 5/6 Nov w/ Report on Enemy air act.	File
11/8	S3/377	1030	1045	XXII TAC Directive for 7 Nov	MLO
11/8	S3/378	1030	1045	XXII TAC Directive for 8 Nov	MLO
11/8	S3/379	1030	1045	#11 Field Sig [illegible] R/T Intercept Report # 4	S-2
11/8	S3/380	1030	9/1000	338 Wing - 5 Nov - Crystallisation of night fighters	Cont
11/9	S3/381		08:30	Controllers Log 8 & 9 Nov	1-62 FW 1-WHITE FC 1-SIG 1-FILE
11/9	S3/382		08:30	Filter officer's Log 8 & 9 Nov	2-62 FW 1-FILE
11/9	S3/383	0915	1030	MAAF MX36428 Nav. Warning	Cont
11/9	S3/384	0915		White F.C. Cont. Log 6/7 Nov	File
11/9	S3/385	0915		62 FW, MGACT-N-191 S/L Personnel	
11/9	S3/386	0915		62 FW, Ops. O. 172, 8 Nov. 44 (3 cy)	File
11/9	S3/387	0915		62 FW, Ops O. 173, 8 Nov. 44 (3 cys)	File
11/9	S3/388	0925		MACAF-A538, 8 Nov., Changes in 7th Sector Boundaries	File
11/9	S3/389	0920	1100	414 NF Sq. - A.I. Homing Beacon	Cont
11/9	S3/390	0920		62 FW, 5 Nov. - Radar, Homer & Fixer Sta Status Report	File
11/9	S3/391	0920		62 FW, 6 Nov. Ops. O. 171	File
11/9	S3/392	0920		XXII TAC, 1 Nov - Station List	File
11/9	S3/393	1000		62 FW, 5 Nov, Ops O. 163-A 6 cys	3-File 1-70 1-Cont-1 MLO
11/10	S3/394		0845	S-3 Cont. Log 9/10 Nov	1-62 FW 1-File 1-SIG O 1-White
11/10	S3/395		0845	Sig. O. F.O. Log 9/10 Nov	2-62 FW 1-File
11/11	S3/396		0845	SIG O F O LOG 10/11 Nov	2-62 FW 1-FILE
11/11	S3/397		0845	S-3 Cont. Log 10/11 Nov.	1-62 FW 1-SIG O 1-FILE 1-WHITE
11/11	S3/398	09:30		White FC Controllers Log 7/8 Nov	FILE
11/11	S3/399	09:30		White FC Controllers Log 8/9 Nov	FILE
11/11	S3/400	0930		Red & [illegible] Control - [illegible] 10/11 Red FC in Position Castiglioncello	

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
11/11	S3/431	09:30		78 FCSQ Roster	
11/11	S3/402	0930		62 FW - Ops Memo #35 Preparation of Det F Form #14	FILE
11/11	S3/403	1630		White FC Cont. Log 9/10 Nov	File
11/12	S3/404		0830	S-3 Request for Destination Code to MAPRW #1 MAP	3rd Photo group Recn.
11/12	S3/405		0830	F.O. Log 11/12 Nov.	2-62 FW 1-File
11/12	S3/406		0830	MLO Log 11/12 Nov	1-62 FW 1-Sig O 1-File
11/12	S3/407		0830	S-3 Cont. Log 11/12 Nov	1-62 FW 1-White FC 1-Sig O 1-File
11/12	S3/408	0930	[illegible]	AAF EC/MTO, 4 NOV. A/F Status Report	
11/12	S3/409		0930	S-3 A/C availability for Defense	2-346 FS 1-Cont 1-File Cancelled see S3/411
11/12	S3/410		1430	S-3 R/T Log of Blue FC w/ [illegible] 31	414 NFS - File
11/12	S3/411		1430	S-3 Ops Memo #7 A/C avail. for Defense (see S3/409)	2-346 FS 2-CONT 1-File
11/13	S3/412		0830	S-3 Controllers Log 12/13 Nov	1-62 FW 1-White 1-Sig 1-File
11/13	S3/413		0830	MLO Log 12/13 Nov	1-62 FW 1-Sig 1-File
11/13	S3/414		0830	Filter Officers Log 12/13 Nov	2-62 FW 1-FILE
11/13	S3/415	0915	0945	White FC, 7 Nov. Report of Hostile Activity Cont & MLO	Cont
11/13	S3/416	0915		62 FW, MGACT-N-296 Request MJAO be returned	File
11/13	S3/417	0915		WD, 10 Jul. 44, Circ. 289 - Def. of Recognition & Identification	File
11/13	S3/418	095		78 FCS - Memo, 10 Nov. Req. for Supplies	File
11/13	S3/419	0915	0920	White FC, 11 Nov - Cont. Log 10/11 Nov	~~Cont~~ FILE
11/13	S3/420		10:10	MJAO CP #145 - ~~62 FW~~	62 FW
11/13	S3/421		14:35	Transmittal of Hostile Tracks	62 FW
11/14	S3/422		08:30	Hostile Tracks (overlay) for 12 Nov	62 FW
11/14	S3/423		08:30	S-3 Filter O Log	2-62 FW 1-FILE
11/14	S3/424		08:30	S-3 Controllers Log	1-62 FW 1-White 1-Sig 1-File
11/14	S3/425		08:30	S-3 MLO Log	1-62 FW 1-Sig O 1-File
11/14	S3/426	1615		White FC Controllers Log	FILE
11/15	S3/427		0900	S-3 Controllers Log	1-62 FW 1-White 1-Sig 1-FILE

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
11/15	S3/428		0900	S-3 M L O Log	1-62FW 1-S16 1-FILE
11/15	S3/429		0900	S-3 Filter Off. Log	2-62FW 1-FILE
11/15	S3/430		0900	Hostile Tracks overlay 14/NOV	62FW
11/15	S3/431	0920	17/1400	62FW - M6.4ET - N343 Air Sea Rescue VHF	CONT
11/15	S3/432	1030		62FW, 12 NOV - Radar, Homer, Filter Status Report	FILE
11/15	S3/433	1030		WD-AAF, 16 OCT - AAF Training Standard #10-1 Day Ftr Units Combat Crews	FILE
11/15	S3/434	1030		XII AFSC, 10 NOV - Station List	FILE
11/15	S3/435	1030		XXII TAC - 13 NOV - Ops. O. #5, Night operations (2 cys)	1-CONT 1-MG3-1-FILE
11/15	S3/436	1030		White FC, 9 NOV - SOP Item 3-3	FILE
11/15	S3/437	1030	1330	White FC, 8 Nov - SOP Item 6-2	CONT
11/15	S3/438	1030		62FW, 13 Nov, Ops. O. 174	File
11/15	S3/439	1030		62FW, 14 Nov. Ops O. 175	File
11/15	S3/440	1400		S16 O - Amend #3 - TO SOI	
11/16	S3/441		0900	S-3 Controllers Log	1-62FW 1-WHITE FC 1-S16 1-FILE
11/16	S3/442		0900	S-3 MLO Log	1-62FW 1-S16 1-FILE
11/16	S3/443		0900	S-3 Filter Off. Log	2-62FW 1-FILE
11/16	S3/444		0900	Hostile Tracks overlay 15/11	62FW
11/16	S3/445	0900	17/1400	12TH LT AA REG RA - Amend #3 to AAOC AIRFIELDS	Cont
11/16	S3/446	1000	1000	White FC controllers log 12/13 Nov	~~CONT~~ FILE
11/17	S3/447		1000	S-3 controllers Log 16/17 Nov	1-62FW 1-WHITE FC 1-S16 1-FILE
11/17	S3/448		1000	S-3 MLO Log 16/17 Nov	1-62FW 1-S16 1-FILE
11/17	S3/449		1000	S-3 Filter Officers Log 16/17 Nov	2-62FW 1-FILE
11/17	S3/450	0900	0900	White FC Controllers Log 13/14 Nov	FILE ~~Cont~~
11/17	S3/451		1000	Hostile Tracks overlay 16/11	62FW
11/18	S3/452		1000	S-3 controllers Log 17/18 Nov	1-62FW 1-WHITE FC 1-S16 1-FILE
11/18	S3/453		1000	S-3 MLO Log 17/18 Nov	1-62FW 1-S16 1-FILE
11/18	S3/454		1000	S-3 Filter Officers Log 17/18 Nov	2-62FW 1-FILE

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
11/18	S3/455		1000	overlay 17 NOV	62 FW
11/18	S3/456	1015	1015	M/C 2168 - MATAF. CTD 1526 TWX - Bombing Directive for 18 NOV	MLO
11/18	S3/457	1020	1020	White FC controllers log 14/15 NOV	FILE CONT
11/18	S3/458	1020	1020	White FC Controllers log 15/16 NOV	FILE CONT
11/18	S3/459	1020	1020	338 Wing RAF CME R/T codes - Patrol Points	CONT
11/19	S3/460		0915	S-3 Controllers log 18/19 NOV	1-62FW 1-WHITE FC 1-S16 1-FILE
11/19	S3/461		0915	S-3 MLO Log 18/19 NOV	1-62FW 1-S16 1-FILE
11/19	S3/462		0915	S-3 Filter officers log 18/19 NOV	2-62FW 1-FILE
~~11/19~~	~~S3/463~~			~~S-3 overlay 18 NOV~~	~~62FW~~
11/20	S3/463		0930	S-3 Controllers log 19/20 NOV	1-62FW 1-WHITE 1-FILE 1-S16
11/20	S3/464		0930	S-3 MLO log 19/20 NOV	1-62FW 1-S16 1-FILE
11/20	S3/465		0930	S-3 Filter Officers log 19/20 NOV	2-62FW 1-FILE
11/20	S3/466		0930	S-3 overlay 19/11 - Hostile Tracks	62FW
11/21	S3/467		0900	S-3 Controllers Log 19/20 NOV	1-62FW 1-WHITE 1-FILE 1-S16
11/21	S3/468		0900	S-3 MLO Log 19/20 NOV	1-62FW 1-S16 1-FILE
11/21	S3/469		0900	S-3 Filter O Log 19/20 NOV	2-62FW 1-FILE
11/21	S3/470	0900	1540	62FW - Rapallo, Homer & Ferry Stations - Status Rpt	S-2 594
11/21	S3/471	0900		White FC - Admission to US 3001 - 17 NOV	
11/21	S3/472	0900		MESSAGE CENTER - 19 NOV Message Center Procedure	
11/21	S3/473	0900		62FW - 20 NOV Unit Location List	FILE
11/21	S3/474		0900	Trans. of overlay Hostile Tracks W/E 12-18 NOV	62FW
11/21	S3/475	0900		62 FW - 18 NOV Ops Order # 177	FILE
11/21	S3/476	0900		WHITE FC - 16 NOV VHF OPS INSTRUCTIONS	ITEM #13-1 1-CONT FILE
11/21	S3/477	0900		62 FW - 18 NOV Ops Memo # 38	2-FILE
11/21	S3/478	0900		62 FW - MG ACFT N-475 ACFT CALL SIGN 524 SQ OF 27 FTR GP	
11/21	S3/479	0900		Message center 20 NOV Courier Runs	
11/21	S3/480	0900		S16 O - 20 NOV - Amend #4 to Blue FC Sig Ops Instructions	

0473

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
11/21	S3/481	0900		62FW - 17NOV Ops Memo # 37	FILE
11/21	S3/482	0900		White FC - 18/NOV Controllers Log for 17/18 NOV	FILE
11/21	S3/483	0900		White FC - 19/NOV Controllers Log for 18/19 NOV	FILE
11/21	S3/484	0900		White FC 17NOV Controllers Log for 16/17NOV	FILE
11/21	S3/485		0930	S-3 Hostile Tracks for 20/NOV	62FW
11/21	S3/486	0900		White FC - 20NOV Controllers Log for 19/20NOV	FILE
11/21	S3/487	0900		MATAF - 1NOV - Rpt on Operation Dragoon	
~~11/21~~	~~S3/488~~	~~0900~~		~~White FC - 16NOV Controllers Log 15/16NOV~~	~~FILE~~
11/21	S3/488	1015		XXII TAC 3 copies Assignment of Airfield	(2) FILE
11/21	S3/489	1500		62FW - 14NOV Memo 35 F.O. Preparation of Form # 14	(3) 1-FILE
11/22	S3/490		0900	S-3 Controllers Log 21/22 NOV	1-62FW 1-WHITE 1-SIG 1-FILE
11/22	S3/491		0900	S-3 MLO Log - 21/22 NOV	1-62FW 1-SIG 1-FILE
11/22	S3/492		0900	S-3 Filter O Log 21/22 NOV	2-62FW 1-FILE
11/22	S3/493		0900	S-3 Overlay - Hostile Tracks 21/NOV	62FW
11/23	S3/494	0900	0900	White FC Controllers Log 21 NOV	FILE
11/23	S3/495	1115		MACAF changes in Air Sea Rescue + Region Flying Control	
11/23	S3/496		0830	S-3 Cont Log 22/23 Nov	1-62FW 1-White FC 1-S.O. 1-File
11/23	S3/497		0830	S-3 MLO Log 22/23 Nov	1-62FW 1-S.O. 1-File
11/23	S3/498		0830	S.O. F.O. Log 22/23 Nov	2-62FW 1-File
11/23	S3/499	0900	1000	White Controllers Log 21/22 Nov	FILE
11/23	S3/500	0900	1000	MAAF Amend 32 to Sig Pub # 3	MLO + Base Ops
11/23	S3/501	1100	1105	Sig Officer, 62nd Wing Teletypewriter Syst Directory	Signal Officer
11/23	S3/502	1100		Recognition Pictorial Manual	S-2
11/23	S3/503	1100		Sig Officer, Blue F.C. Adm. #6 to SOI	File 1 copy
11/23	S3/504		1200	(S-3) 47 Bomb Gp. Bomb Zones (4) Gp msg N-78-E)	62FW
11/24	S3/505		11:00	S-3 Controllers Log 23/24 Nov	1-62FW 1-WHITE 1-SIG 1-FILE
11/24	S3/506		11:00	S-3 MLO Log 23/24NOV	1-62FW 1-SIG 1-FILE

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
11/24	S3/507		11:00	S-3 Filters Log 23/24	2-62FW 1-FILE
11/24	S3/508		11:00	Overlay - Hostile Tracks 23/11 516 22/11	62FW
11/24	S3/509	10:45		Amend #5 to Blue FC 301	
11/24	S3/510	1300		62FW - Comm Memo #14 Policy on FM VHF Radio Equip	
11/24	S3/511	1300	1300	White FC Controllers Log 23 NOV	FILE Cont
11/24	S3/512	1600		62FW - MGACT - N-595 - Rept 286 WING AIR SEA RESCUE	FILE
11/25	S3/513		0930	S-3 FILTER OFFICE LOG 24/25 NOV	2-62FW 1-FILE
11/25	S3/514		0930	S-3 CONTROLLERS LOG 23/24 NOV.	1-62FW 1-WHITE FC 1-516 1-FILE
11/25	S3/515		0930	S-3 MLO LOG - 23/24 NOV	1-62FW 1-516 1-FILE
11/25	S3/516	0900	0900	MAAF - 17 NOV - Incorporation of Copper Holdings in Supply Tele	
11/25	S3/517	0900		XII AFSC 20/NOV Station List	
11/25	S3/518	0900		MAAF - AX-37806 - Secret Document (MAAF) Routing, Receipting & Admin. of Cell Amend.	1-CO 1-CONT 1-FILE
11/25	S3/519		11:00	S-3 "Y" Service	
11/25	S3/520	1400		MGACT - 576 A-234 MOVE OF 414 NFS	FILE
11/25	S3/521	1400		XXII TAC - 22 NOV MOVEMENTS OF UNITS	
11/25	S3/522	1430		12TH LT AA REGT RA - AMEND #4 TO AADC AIRFIELDS OPS INST(3)	1-AA20 SUPPLY OFF
11/25	S3/523		1440	S-3 Req. for Supplies	78 FC SQ
11/26	S3/524		09:15	S-3 CONTROLLERS LOG 25-26 NOV.	1-62FW 1-WHITE 1-516 1-FILE
11/26	S3/525		09:15	S-3 MLO LOG 25-26 NOV	1-62FW 1-516 1-FILE
11/26	S3/526		09:15	S-3 FILTER OFFICER'S LOG 25-26 NOV	2-62FW 1-FILE
11/26	S3/527	0845		62FW - 24 NOV - Comm. Memo #12 - Top Secret Control	FILE
11/26	S3/528	0845		62FW - 25 NOV - Ops Order #178 - MOVE OF US 7254	FILE
11/26	S3/529	0845		62FW - 22 NOV Comm Memo #11	FILE
11/26	S3/530	0845		MTO - 15 NOV Airfield Status Rpt	
11/26	S3/531	0845		62FW - SOP Fixed Radar Filter Room	
11/26	S3/532		09:15	S-3 Overlay Hostile Tracks 25/26 NOV	62FW
11/26	S3/533	1330	1330	White FC - 25 NOV Controllers Log 24/25 Nov.	FILE Cont.

0475

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
26 Nov	S3/534			S-3 SOP AIR RAID WARNING (See 569)	See file cy
26 "	S3/535		1400	S-3 Trans. of Hostile Track overlay, Week 19/25	62FW
26 "	S3/536	1300	1400	62FW, 26 Nov, MGSIG-N-643 Tarquinia VHF HOMER + MF Closed Down	Cont + MLO
26 Nov	S3/537	1300	1400	62FW, 26 Nov, MGACT-N-647 Homer, Tarquinia Closed Down	Cont + MLO
27 Nov	S3/538		0900	S-3 Controllers Log - 26/27 NOV	1-62FW 1-WHITE FC 1-FILE S-3/6
27 Nov	S3/539		0900	S-3 MXO Log - 26/27 NOV	1-62FW 1-FILE
27 Nov	S3/540		0900	S3 Filter O Log - 26/27 NOV	2-62FW 1-FILE
27 Nov	S3/541	0900	0900	White FC Controllers Log 23/24 NOV	FILE CONT
27 Nov	S3/542	0900	0900	338 Wg Ops. O. 13, 26 Nov. - Combined Air Raid Warning + Gun Barrage Practice	Col. Smith
28 Nov	S3/543		0830	S-3 CONTROLLERS LOG 27/28 NOV	1-62FW 1-WHITE FILE S-3/6
28 Nov	S3/544		0830	S-3 MLO LOG 27/28 NOV	1-62FW 1-FILE
28 Nov	S3/545		0830	S3 FILTER O 27/28 NOV	2-62FW 1-FILE
28 Nov	S3/546	1000	1600 1 Dec	AFHQ, 16 Nov., Administ. Memo 47 (Wage scale for civilians)	Capt. Kerr
28 Nov.	S3/547	1000		US 2116, 25 Nov., Weekly Operational Report	File
28 Nov	S3/548	1000		XXII TAC, 14 Nov, Movement Order #1 (Move of 2nd Radar Cal. Unit)	FILE
28 Nov	S3/549	1000	1400	62FW, MGACT-N-687 No landing facilities at Tarquinia	CONT
28 Nov	S3/550	1000		62FW, 22 Nov., Index to SOI #1-8	FILE SOI
28 Nov.	S3/551	1000		62FW, 20 Nov., SOI 51-3 Sunrise + Sunset tables - Dec	FILE SOI
28 Nov	S3/552	1000		62FW, 20 Nov, SOI 12-3, Authentication code	FILE SOI
28 Nov	S3/553	1000	1400	62FW, 24 Nov, Daily + Monthly Maint Periods (Radar) 4 cy	CONT FILE 2 FILE
28 Nov	S3/554	1000		62FW, 25 Nov., Ops. O. 178	FILE
28 Nov	S3/555	1030		XXII TAC - SOI, Communications	1-FILE 1-CAPT PECK
28 Nov	S3/556	1030		AAF-MTO 10 NOV. - Gen O. 53	FILE
28 Nov	S3/557	1030	1400	62FW, 24 Nov, Pyramiding of M.R.'s	SUPPLY
28 Nov	S3/558		1030	S-3 - OPS MEMO UNNUMBERED OPS of 414 NFSQ	414 NFSQ
29 Nov	S3/559			S-3 CONTROLLERS LOG 28/29 NOV	1-62FW 1-WHITE 1-FILE S-3/6
29 Nov	S3/560			S-3 MLO LOG - 28/29 NOV	1-62FW 1-S/6 1-FILE

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
29 NOV	S3/561		1100	S-3 FILTER O LOG - 29 NOV	2-62FW 1-FILE
29 Nov	S3/562		1100	S-3 Overlays - Hostile Tracks 28-29 Nov	62FW
29 NOV	S3/563		1200	S-3 - Standard Operating Procedure - Air Raid Warning	See Receipt File 4-File
29 Nov	S3/564	1130		62FW - 28 NOV (2) ops order 179 - MOVE OF 40 HRCP	
29 Nov	S3/565		1400	ops order 2 - Blue FC	SEE FILE COPY
29 Nov	S3/566	1600		62FW 28 NOV Ops order # 180 (3)	1-FILE
30 Nov	S3/567		0900	Filter O Log 29 & 30 Nov	2-62FW 1-FILE
30 Nov	S3/568	0830		62FW 28 Nov ops order # 179	FILE
30 Nov	S3/569		0900	S-3 controllers Log 29 & 30 Nov	2-62FW 1-WHITE 1-SIG FILE
30 Nov	S3/570		0900	S-3 MLO Log 29 & 30 Nov.	1-62FW 1-SIG 1-FILE
30 Nov	S3/571	0900		62FW 28 NOV Radar, Homer & Fixer Stations	1-FILE
30 Nov	S3/572	0900		12 LA Regt RA - 28/11 Practice Barrages	Col Smith
30 Nov	S3/573	0900		XII AF 21 Nov memo 95-1 Photography maps	FILE
30 Nov	S3/574	1400	1430	White FC 29 NOV controllers Log	~~Cont~~ File
30 Nov	S3/575	1600	1600	White FC 29 NOV controllers Log	File
1 DEC	S3/576		0830	S-3 CONTROLLERS LOG 30 Nov - DEC 1	1-62FW 1-WHITE 1-SIG FILE
1 DEC	S3/577		0830	S-3 MLO LOG - 30 NOV - DEC 1	1-62FW 1-SIG 1-FILE
1 DEC	S3/578		0830	FILTER O LOG - 30 NOV - 1 DEC	2-62FW 1-FILE
1 DEC	S3/579	0945	0945	XII AF (ADVANCE) 21 NOV acft movement Sig & Ind.	MLO
1 DEC	S3/580	0945	0945	62FW 28 NOV controllers Log.	~~Cont~~ File
1 Dec	S3/581	1405	1600	62FW MG SIG-N-3, 1 Dec. Advance info on Changes to SOI	1-Cont 2-Capt. Burton 1-Plan Tower 1-File
1 Dec	S3/582	1500	1600	XXII TAC, 29 Nov, ops. O. #6 Operation Wham	MLO
1 Dec	S3/583	1500	1600	XXII TAC, 23 Nov, memo 50-3 Pilot Training	Cont.
2 Dec	S3/584		0830	S-3 Cont. Log 1-2 Dec	1-62FW 1-White 1-Sig O 1-File
2 Dec	S3/585		0830	S-3 MLO Log 1-2 Dec	1-62FW 1-Sig 1-File
2 Dec	S3/586		0830	Sig O F. O. Log 1-2 Dec	2-62FW 1-File
2 Dec	S3/587		0830	Sig O. Overlay 1-2 Dec	2-62FW

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
2 Dec	S3/588	1000	1200	MAAF, 21 OCT. 44, USE OF CALLSIGNS, VHF/DF STATIONS	1- Com. O. 1- Sig. O. 1- Controller
2 Dec	S3/589	1000		MAAF, 15 NOV, OPS. INST. 90- NON-OPERATIONAL FLIGHTS TO ATHENS	File
2 Dec	S3/590	1100	1130	62 FW MGSIG-D-23 Call signs of US 2120	Capt Zais
3 DEC	S3/591		0900	S-3 CONTROLLERS LOG 2-3 DEC	1-62 FW 1-WHITE 1-FILE 1-SIG
3 DEC	S3/592		0900	S-3 MLO LOG 2-3 DEC	1-62 FW 1-SIG 1-FILE
3 DEC	S3/593		0900	S-3 FILTER O LOG 2-3 DEC	2-62 FW 1-FILE 2-62 FW
3 Dec	S3/594		0900	Overlays for 2/3 Dec	
3 Dec	S3/595		1400	S-3 Trans. of ● Weekly Overlay	62 FW
4 DEC	S3/596		0900	S-3 FILTER O LOG 3-4 DEC	1-62 FW 1-WHITE FC 1-SIG 1-FILE
4 DEC	S3/597		0900	S-3 CONTROLLERS LOG 3-4 DEC	1-62 FW 1-SIG 1-FILE
4 DEC	S3/598		0900	S-3 MLO LOG 3-4 DEC	2-62 FW 1-SIG 1-FILE
4 Dec	S3/599		0930	S-3 Controllers Schedule	1- Cont 1-B3 2-File
4 DEC	S3/600	0930		CO-DAILY STAFF JOURNAL	FILE
4 DEC	S3/601	0930		WHITE FC CONT LOG 30/1	FILE
4 DEC	S3/602	0930		22 TAC - 1 DEC G-1-O-ADV HQ MOVE	FILE
4 DEC	S3/603	0930		62 FW - 28 NOV - MGACT-M-692 PILOTS TO MAKE FLT OVER LINE	FILE
4 DEC	S3/604	0930		22 TAC - 27 NOV - AB-16-N PILOTS TO MAKE FLT OVER LINE	FILE
4 DEC	S3/605	0930		AMEND #10 - TO BLUE FC SOI-	RANT
4 Dec	S3/606	1030	1040	MAAF, 2 Dec, Cond Bdcast - Request news signals	MLO
4 Dec	S3/607	1030	1040	RFC, POMIG, Cond Bdcast- AA Practice Naples 4 Dec	Cont + MLO
4 Dec	S3/608	1030	1040	MAAF, 31 Oct - arrival signals - flts dispatched by U.S. ATC w/ Snd	MLO
4 Dec	S3/609	1030		2 Dec, MACAF, A-31-D RAF ME Radars, etc. (Air Def) Stood down	
4 Dec	S3/610	1030	10/0900	Red FC, 13 Nov. Training Memo #1 3 cys	Maj. Welty
4 DEC	S3/611	1600	1600	White FC Controllers Log 3 Dec	CONT
5 DEC	S3/612		0845	S-3 FILTER O LOG 4-5 DEC	2-62 FW 1-FILE
5 DEC	S3/613		0845	S-3 CONT LOG - 4-5 DEC	1-62 FW 1-WHITE 1-SIG 1-FILE
5 DEC	S3/614		0845	S-3 MLO LOG - 4-5 DEC	1-62 FW 1-SIG 1-FILE

S-3 IN - OUT REGISTER

ATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
5 DEC	S3/615	09[illegible]		XXII TAC, 29 Nov, SOP (Comm) Index 1-3	SOP
5 Dec	S3/616	0930		62 FW, 3 Dec, Radar, Homer & Fixer Sta Status Report	1-File
5 Dec	S3/617	1115	1130	White FC, 30 Nov, SOP Item 5-3 P-47 Dusk Patrol	Capt Kerr
5 Dec	S3/618	1115	1130	MACAF, 3 Dec, A-34 Flying Control Regulations in M.E.	MLO
5 Dec	S3/619	1115	1130	MACAF, 2 Dec, A-29 Flights to Bulgaria & Rum. area	MLO
5 Dec	S3/620	1115	1130	White FC, Cont Log 3/4 Dec	Cont
5 DEC	S3/621	1445	1445	62 FW - M6 ACT D-59 5/12 LONG RANGE STATION - AJACCIO CLOSING	MLO
5 DEC	S3/622	1445	1445	62 FW - M6 ACT D-60 5/12 Regular channel Flights	MLO
6 DEC	S3/623		0900	S-3 CONTROLLERS LOG 5-6 DEC	1-62 FW 1-WHITE FC 1-SIG 1-FILE
6 DEC	S3/624		0900	S-3 MLO LOG - 5-6 - DEC	1-62 FW 1-SIG 1-FILE
6 DEC	S3/625		0900	S-3 FILTER O LOG 5-6 DEC	2-62 FW 1-FILE
6 DEC	S3/626		0900	S-3 Overlay - Hostile Tracks 3 DEC	62 FW
6 DEC	S3/627			Trans of Form #5 (NDAAF)	WINSTON SALEM N.C.
6 DEC	S3/628	1100	1100	White FC - 2/12 Controllers Log 1/2 DEC	CONT
6 DEC	S3/629	1100	1100	MAAF-TC 175 - AMEND TO SIG AMEND #50	MLO ~~Cont~~
6 DEC	S3/630	1100	1100	XII AFSC - 30 NOV STATION LIST	MLO
6 DEC	S3/631	1100	1100	MAAF-TC 1730 170 2 DEC AMEND TO SIG 49	MLO
7 DEC	S3/632		0845	S-3 Filter O Log 6 & 7 DEC	2-62 FW 1-FILE
7 DEC	S3/633		0845	S-3 Controllers Log 6 & 7 DEC	2-62 FW 1-WHITE FC 1-SIG 1-FILE
7 DEC	S3/634		0845	S-3 MLO LOG 6 & 7 DEC	1-62 FW 1-SIG 1-FILE
7 DEC	S3/635	0850		62 FW 2 DEC US #2116 - WKLY OPERATIONAL RPT	
7 Dec	S3/636	1130	1140	White FC, Cont. Log 4/5 Dec	Cont
7 Dec	S3/637	1130	1140	White FC, 2 Dec, Item 9-2, SOP	Capt Kerr
7 Dec	S3/638	1130	1140	White FC, 1 Dec, Item 32-2, SOP	" "
8 DEC	S3/639	0830		62 FW - 20 NOV STATION ORDER BOOK	
8 DEC	S3/640	0830		XXII TAC - 27 Nov - use of Call signs VHF/DF Stations	
8 DEC	S3/641	0830		AAF-MITO - 21 Nov Trip to Balkan Nations	MLO

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
8 DEC	S3/642		0830	S-3 FILTER O LOG 7+8 DEC	2-62 FW 1-FILE
8 DEC	S3/643		0830	S-3 CONTROLLER LOG - 7+8 DEC	1-62 FW 1-WHITE FC 1-S16 1-FILE
8 DEC	S3/644		0830	S-3 MLO LOG 7-8 DEC	1-62 FW 1-S16 1-FILE
8 Dec	S3/645	1130	1135	3rd Photo Recco Group, 6 Dec Destination Code	MLO
8 Dec	S3/646	1130	1135	62 FW, 7 Dec, MGACT-D-85 re MAC A Signal A-34	MLO
8 Dec	S3/647	1130		62 FW, 7 Dec, Ops Memo #39 Air Defense	1-Cont File
8 Dec	S3/648	1130	1135	White FC, Cont Log 6/7 Dec	Cont
8 Dec	S3/649	1130	1135	XXII TAC, 23 Nov. Searchlights	Capt Kerr
9 DEC	S3/650		0830	S-3 FILTER O LOG - 8-9 DEC	2-62 FW 1-FILE
9 DEC	S3/651		0830	S-3 CONTRLS LOG - 8-9 DEC	1-62 FW 1-WHITE FC 1-S16 1-FILE
9 DEC	S3/652		0830	S-3 MLO LOG - 8-9 DEC	1-62 FW 1-S16 1-FILE
9 DEC	S3/653		0830	S-3 Hostile Tracks - Overlays 9 DEC	62 FW
9 DEC	S3/654	0830		XXII TAC 3 DEC STATION LISTS	File
9 Dec	S3/655	1110	1115	62 FW, 8 Dec, MGACT-D-98 Facilities at Grosseto	Cont
9 Dec	S3/656	1110	1115	AAF/MTO, 1 Dec - Station List	MLO
9 Dec	S3/657	1110	1115	MAAF, 15 Nov. - Visual Aids to Navigation	MLO
9 DEC	S3/658	1330		62 FW 7 DEC UNIT LOCATION LIST	FILE
10 Dec	S3/659		0845	S-3 Cont. Log 9/10 Dec	1-62 FW 1-White FC 1-Sig O 1-File
10 Dec	S3/660		0845	S-3 MLO Log 9/10 Dec	1-62 FW 1-Sig O 1-File
10 Dec	S3/661		0845	Sig O. Filter O. Log 9/10 Dec	2-62 FW 1-File
10 Dec	S3/662	0830	0835	XII AF ADV, 7 Dec, TWSIG-E-213 Change in SP-02 402 (2)	Sig O
10 DEC	S3/663		0845	S-3 Hostile Tracks overlay	62 FW
10 DEC	S3/664	1045	1045	White FC 6 DEC Controllers Log	CONT
10 DEC	S3/665	1045		MAAF - 11 NOV OPS INST #89 (3)	3-File
11 DEC	S3/666		10:30	S-3 CONTLRS LOG 10-11 DEC	1-62 FW 1-WHITE FC 1-S16 1-FILE
11 DEC	S3/667		10:30	S-3 MLO LOG 10-11 DEC	1-62 FW 1-S16 1-FILE
11 DEC	S3/668		10:30	S/C FILTER OFF. LOG 10-11 DEC	2-62 FW 1-FILE
11 DEC	S3/669		10:30	S/C Hostile Tracks - overlay 10-11 DEC	62 FW

0480

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
11DEC	S3/1670	10:15		XII AF - 29 NOV OPS MEMO #22 (6)	1-COL SMITH 1-MZ OF CONT 25-21-FILE
11DEC	S3/1671	1015	1015	White FC 8 DEC Controllers Log	CONT
11DEC	S3/1672	1015	1015	White FC 9 DEC Controllers Log	CONT
11DEC	S3/1673	1015	1015	White FC 10 DEC Controllers Log	CONT
11DEC	S3/1674			S-3 - Wkly Overlay of Hostile Tracks	FILE 1-62FW
11Dec	S3/1675	1612	1615	62FW, MGACT-D-130 COURIER RUNS CHANGED. MEMO TO FOLLOW	Cont & MR Col Smith
12Dec	S3/1676		0845	S-3 Controllers Log	1 62FW 1 White Control 1 File
12Dec	S3/1677		0845	MLO LOG-S-3	1-62FW 1-Sig Office 1-File
12Dec	S3/1678		0845	Filter Officers Log	2-62FW 1-File
12Dec	S3/1679	1420	1425	White FC Cont. Log 10/11 Dec	Cont.
12Dec	S3/1680	1620	13/1610	5th Army, 5 Dec., Signal Circ. #45 Captured Enemy Equipment	Radar, Comm. O. + Sig O
13Dec	S3/1681		0830	S-3 Controllers Log 12/13 Dec	1-62FW 1-File 1-White 1-Sig
13Dec	S3/1682		0830	S-3 MLO Log "	1-62FW 1-File 1-Sig. O.
13Dec	S3/1683		0830	Sig O Filter O Log "	2-62FW 1-File
13Dec	S3/1684		0830	Sig. O Overlay on X track "	2-62FW 1-File
13Dec	S3/1685	1315		Sig. O. amend. #11 to S.O.I.	S.O.I
13Dec	S3/1686	1515	1520	White FC, Cont. Log 11-12 Dec	Cont
14Dec	S3/1687		0845	S-3 Cont. Log 13/14	1-62FW 1-File 1-White 1-Sig O
14Dec	S3/1688		0845	S-3 MLO Log 13/14	1-62FW 1-Sig O 1-File
14Dec	S3/1689		0845	Sig O Filter O Log 13/14	2-62FW 1-File
14Dec	S3/1690		0845	Sig. O. Overlay for 13/14	2-62FW 1-File
14Dec	S3/1691	0930		62FW, 10 Dec, Radar, Homer & Filter Station Status Report	
14Dec	S3/1692		1115	S-3 - MAAF Sig. Pub. #3	62FW
15Dec	S3/1693		0845	S-3 Cont. Log. 14/15 Dec	1-62FW 1-File 1-White FC 1-Sig O
15Dec	S3/1694		0845	S-3 MLO Log 14/15 "	1-62FW 1-File 1-Sig O.
15Dec	S3/1695		0845	Sig O Filter O. Log 14/15 "	2-62FW 1-File
15Dec	S3/1696	0915	0920	White FC Cont Log 12/13 Dec	Controller

0481

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
15 Dec	S3/697	1330	1335	Controllers Log, white Ftr Contl.	1-Controller
16 Dec	S3/698		0900	S-3 Controllers Log 15/16 Dec	1-62FW 1-White FC 1-Sig O 1-File
16 Dec	S3/699		0900	S-3 MLO Log 15/16 Dec	1-62FW ~~1-White FC~~ 1 Sig O 1-File
16 Dec	S3/700		0900	Sig O. Filter O. Log 15/16 Dec	2-62FW 1-File
16 Dec	S3/701		0900	Sig O. Overlay 15/16 Dec	2-62FW 1-File
16 Dec	S3/702		1000	S-3 Controllers schedule	1-Cont 2-File 1-BBd
16 Dec	S3/703	0900		78FCS - Reports	File
16 Dec	S3/704	0900		AAF/MTO, 2 Dec., memo 50-3 TRAINING	File
16 Dec	S3/705	0900		MACAF, A-89, 14 Dec - Changes in Fighter Sector Boundaries	File
16 Dec	S3/706	0900	1400	MAAF, 2 Dec, amend. 35 to Sig Pub #3 (2 cys)	1-MLO 1-Base Ops 1-Sig O
16 Dec	S3/707	1125	1400	62FW, 14 Dec, ops memo 40 (5 cys)	1-Sig O 1-CO 1-Cont 1-File
16 Dec	S3/708	1125	1400	62FW, 12 Dec., ops O. 181 (12 cys)	11-Sig O 1-File
16 Dec	S3/709	1125	1400	AAF-EC/MTO, 1 Dec. Airfield Status Report	MLO
16 Dec	S3/710	1125		XXII TAC, 11 Dec. - Air Courier Service	File
16 Dec	S3/711	1125	1400	XII AFSC, 10 Dec, Station List	MLO
16 Dec	S3/712	1125	1400	MACAF, CAF/54/AIR/AS, 24 OCT A/C Safety operation Inst. #1	~~Controller~~ File
16 Dec	S3/713	1125	1400	amend List #1 to above, 1 Nov.	~~Cont~~ "
16 Dec	S3/714	1125	1400	amend List #2 to above, 15 Nov	~~Cont~~ "
16 Dec	S3/715	1125	1400	15AF, 5 Dec; mission code	MLO
16 Dec	S3/716	1125	1400	62FW, 11 Dec, Military Courtesy (7 cys)	1-Camp. Com.
16 Dec	S3/717	1125		XXII TAC, Annex #2 to ops memo 6, 13 Dec - Forward Ftr control maps	File
16 Dec	S3/718	1125	1400	62FW, MGSIG-D-191, 15 Dec Homer COUNTESS closed down	Sig O
16 Dec	S3/719	1125	1400	62FW, MGSIG-D-193, 15 Dec, Channels for US-7254	Sig O
17 Dec	S3/720		0850	S-3 Cont. Log 16/17 Dec	1-62FW 1-White 1-Sig O 1 File
17 Dec	S3/721		0850	S-3 MLO Log 16/17 Dec	1-62FW 1-Sig O 1-File
17 Dec	S3/722		0850	Sig O. Filter O. Log 16/17 Dec	2-62FW 1-File
17 Dec	S3/723		0850	" " Overlay " "	2-62FW 1-File

0482

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S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
17 Dec	S3/724		1000	S-3 Trans. of Weekly Overlay on Hostiles	1-62FW
17 Dec	S3/725	1300	1305	White Controller's Log (16 Dec)	1-Controller
17 Dec	S3/726	1300	18/0900	Hq MACAF - Route to V.K. Command Broadcast	1-MLO
17 Dec	S3/727	1300		Hq MACAF (Cy #1, 2, [illegible]) 62nd Wing Areas of Responsibility [illegible]	File
17 Dec	S3/728	1300	18/0900	Hq MAAF (62nd Wing) (#5, 6 copies) Visual aids to Navigation	2-MLO
18 Dec	S3/729		0850	S-3 Cont. Log 17/18 Dec	1-62FW 1-White 1-Sig O 1-File
18 Dec	S3/730		0850	S-3 MLO Log 17/18 Dec	1-62FW 1-Sig O 1-File
18 Dec	S3/731		0850	Sig O Filter O Log 17/18 Dec	2-62FW 1-File
18 Dec	S3/732	0900	19/0900	AF HQ, 2 Dec, Security of Information w/ind by 62FW	File
18 Dec	S3/733	0900		78 FCS Identification Symbols	File
18 Dec	S3/734	1630	1635	White Cont. Log 16/17 Dec	Cont
18 Dec	S3/735	1630	19 Dec 1600	XXII TAC, 14 Dec - Movement of Units of 22 TAC	1-Controller + MLO
18 Dec	S3/736	1630	19 Dec 1600	62FW, 17 Dec - Test Calls, H/F Radio Links	~~to Controller~~ 1 Comm Officer
18 Dec	S3/737	1630	1635	White Cont. Log 14/15 Dec.	Cont
18 Dec	S3/738	1630		Crypt. Origination of Messages	File
19 Dec	S3/739		0855	S-3 Cont. Log 18/19 Dec	1-62FW 1-White FC 1-Sig O 1-File
19 Dec	S3/740		0855	S-3 MLO Log 18/19 Dec	1-62FW 1-Sig O 1-File
19 Dec	S3/741		0855	Sig. O. F.O. Log 18/19 Dec	2-62FW 1-File
19 Dec	S3/742	0900	0910	MAAF, 9 Dec, Amend List 36 to MAAF Sig Pub # 3	1-MLO 1-Sig O 1-Base Ops
19 Dec	S3/743	1130		OS-2116, 16 Dec - Weekly Operational Report	File
19 Dec	S3/744	1130	1140	White Cont. Log 17/18 Dec	Cont
19 Dec	S3/745	1130		White FC, 15 Dec, SOP Item 13-2 VHF Ops Instr.	
19 Dec	S3/746	1130	1600	White FC, 15 Dec, SOP Item 9-3 Homing Procedure	1-Controller
19 Dec	S3/747	1400	1405	62nd Wing Colors of the Day	1-Controller 1-416 NFS 1-Pisa A/P
20 Dec	S3/748	0800	23/1400	62FW, 17 Dec, Radar, Homer & Fixer Sta. Status Report	2-File 1-Cont-MLO
20 Dec	S3/749		0850	S-3 Controllers Log 19/20	1-62FW 1-White FC 1-Sig O 1-File
20 Dec	S3/750		0850	S-3 MLO Log 19/20	1-62FW 1-Sig O 1-File

0483

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
20 Dec	S3/751		0850	S-3 Filter O. Log 19/20 Dec	2-62 FW 1-File
20 Dec	S3/752		0850	S-3 Overlay for 19/20 Dec	2-62 FW 1-File
20 Dec	S3/753	0930		Sig O-17 Dec - Amend. #12 to SOI	File
20 Dec	S3/754	0930		Sig O-19 Dec - Amend. #13 to SOI	"
20 Dec	S3/755	1200	23/1400	338 Wing - 18 Dec - Crystals - XII TAC COMMON G GUARD	Cont.
20 Dec	S3/756	1200	1300	White FC Controllers' Log, 18/19 Dec	Cont.
21 Dec	S3/757	~~0830~~	0930	S-3 Controllers Log 20/21	1-62 FW 1-White 1-Sig Of 1-File
21 Dec	S3/758		0830	S-3 MLO LOG 20/21	1-62 FW 1-Sig O 1-File
21 Dec	S3/759	0830	0835	S-3 Filter Officers Log 20/21 Dec	2-62 FW 1-File
21 Dec	S3/760	0830		Hq. 62nd Ftr Wg - Identif of Enemy Missions	1-Capt Kerr 1-Lt Miranda
21 Dec	S3/761	0830		Hq AAF MTO GO #58 - Asst Chief of Staff A-3	1-Capt Peck
21 Dec	S3/762	1135		Red FC, 18 Dec, appendix E-1 to Training memo #1 (3 cys)	1-File
21 Dec	S3/763	1135	1140	White FDC, Cont. Log 19/20 Dec	Cont.
21 Dec	S3/764	1135	1140	Hq.? Date? A/C corridors across Europe	MLO.
22 Dec	S3/765		0855	S-3 Cont Log 21/22 Dec	1-62 FW 1-White FC 1-Sig O 1-File
22 Dec	S3/766		0855	S-3 MLO Log 21/22 Dec	1-62 FW 1-Sig O 1-File
22 Dec	S3/767		0855	Sig O. Filter O Log 21/22 Dec	2-62 FW 1-File
22 Dec	S3/768		0855	Overlay for 21/22 Dec	2-62 FW 1-File
22 Dec	S3/769	1110		62 FW, 20 Dec, Ops memo 41 - Night fighter missions	3-File 1-Cont
22 Dec	S3/770	1445	23/1400	White FC, 18 Dec, SOP Item 11-3 Night Operations	Cont
22 Dec	S3/771	1445	"	White FC, 18 Dec, SOP Item 9-4 Homing Procedure	"
22 Dec	S3/772	1445	"	White FC, 18 Dec, SOP Item 11-4 Night ops - Offensive Action	"
22 Dec	S3/773	1445	"	White FC, 18 Dec, SOP Item 5-4 Day Operations	"
22 Dec	S3/774	1445	1450	White FC Cont Log 20/21 Dec	Cont
22 Dec	S3/775	1445	23/1400	62 FW, 20 Dec, Ops memo 42 Air Courier	3-File 1-78 Adz 1-Circ cy
22 Dec	S3/776	1445	23/1400	White FC, 15 Dec, VHF Radio Coverage & Homing facilities in White FC area	1-File 1-Capt Burton
23 Dec	S3/777		0845	S-3 Cont. Log 22/23	1-63 FW 1-White FC 1-Sig O 1-File

0484

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
23 Dec	S3/778		0850	S-3 MLO Log 22/23	1-62FW, 1-Sig O, 1-File
23 Dec	S3/779		0850	Sig O Filter O. Log 22/23	2-62FW, 1-Sig O, 1-File
23 Dec	S3/780	0850		Sig O, 22 Dec, Amend. #14 to SOI	File
23 Dec	S3/781	1400		338 Wg, 22 Dec, Combined Air Raid Warning + Smoke	1-Controller
23 Dec	S3/782		1400	S-3 Overlay for 22/23 Dec X + H tracks	2-62FW, 1-File
24 Dec	S3/783		0900	S-3 Cont Log 23/24 Dec	1-62FW, 1-Sig O, 1-White FC, 1-File
24 Dec	S3/784		0900	S-3 MLO Log 23/24 Dec	1-62FW, 1-Sig O, 1-File
24 Dec	S3/785		0900	Sig O Filter O. Log 23/24 Dec	2-62FW, 1-File
24 Dec	S3/786	0845		Sig O, 23 Dec, Amend. #15 to SOI	File - SOI
24 Dec	S3/787	0845		416 NFS, 20 Dec, Performance of Night Fighter Mosquito MK XXX.	1-MLO, 1-S-2, 1-Controller
25 Dec	S3/788		0850	S-3 Cont. Log 24/25 Dec	1-62FW, 1-White FC, 1-Sig O, 1-File
25 Dec	S3/789		0850	S-3 MLO Log 24/25 Dec	1-62FW, 1-Sig O, 1-File
25 Dec	S3/790		0850	Sig O Filter O Log 24/25 Dec	2-62FW, 1-File
25 Dec	S3/791		0850	S-3 Overlay for 24/25 Dec	2-62FW, 1-File
25 Dec	S3/792		1000	S-3 Weekly Overlay of Hostile Tracks	62FW
25 Dec	S3/793		1115	S-3 Controllers' Schedule	1-Cont, 1-Ops B Bd, 1-File
26 Dec	S3/794		0910	S-3 Cont Log 25/26 Dec	1-62FW, 1-White, 1-Sig O, 1-File
26 Dec	S3/795		0910	S-3 MLO Log 25/26 Dec	1-62FW, 1-Sig O, 1-File
26 Dec	S3/796		0910	Sig O Filter O Log 25/26 Dec	2-62FW, 1-File
26 Dec	S3/797	1020	1430	62FW, 21 Dec, Daily + Monthly Maint Periods (2 cys)	1-Cont, Filter, Sig O, 1-File, Hamilton
26 Dec	S3/798	1020	1030	White FC Cont Log 21/22 Dec	Cont
26 Dec	S3/799	1020	1430	XII AFSC, 20 Dec, Station List	MLO
26 Dec	S3/800	1020	1430	AAF, Wash, 11 July - SOP for Combined Filter + Ops Board	Cont, MLO, F.O.
26 Dec	S3/801	1020		White FC, Cont Log 22/23 Dec	
26 Dec	S3/802	1020		62FW, 24 Dec - Extract of Flying time	File
26 Dec	S3/803	1020		62FW, 25 Dec - " " "	File
26 Dec	S3/804	1020		MACAF, 15 Dec 44 - A/C Safety Opr. Inst. #1 - amend list 4	File

0485

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
26 Dec	S3/805		1145	S-3 Overlay for 25/26 Dec	2-62FW 1-File
26 Dec	S3/806	1455		62FW, 24 Dec, Radar, Homer + Fixer Sta Status Report	1-File 1-Controller
26 Dec	S3/807	1600	1601	White FC Cont Log 24/25 Dec	Cont
27 Dec	S3/808		0845	S-3 Contl. Log 26/27 Dec	1-62FW 1-White 1-Sig O 1-File
27 Dec	S3/809		0845	S-3 MLO Log 26/27 Dec	1-62FW 1-Sig O 1-File
27 Dec	S3/810		0845	Sig O Filter O Log 26/27 Dec	2-62FW 1-File
27 Dec	S3/811		0845	Sig O Overlay for 26/27 Dec	2-62FW 1-File
27 Dec	S3/812	1100		XXII TAC, 18 Dec, "AIR SUPPORT" (5th Army)	1-File
27 Dec	S3/813	1130		US 2114, 23 Dec, Weekly Operational Report	1-Sr Controller
27 Dec	S3/814	1130	1135	#10 Field Signals Unit RAF, 22 Dec, TELEPHONE CODE	CONT
27 Dec	S3/815		1140	S-3, 24 Dec, 338 Wing Controlled Stations (Call sign + Location)	1-350 F Gp 1-414 NFS 1-416 NFS 1-File
27 Dec	S3/816		1140	S-3, 24 Dec, Control Stations (Blue + White FC)	1-350 F Gp 1-414 NFS 1-416 NFS 1-File
27 Dec	S3/817	1340	1345	White FC Cont. Log 25/26 Dec	Cont
27 Dec	S3/818	1340		White FC, 19 Dec, SOP Item 2-3 Index	File
27 Dec	S3/819	1340		White FC, 20 Dec, SOP Item 3-4 Distribution	File
27 Dec	S3/820	1340		White FC, 20 Dec, SOP Item 11-5 Night Cooperation w/ US 7232	File
27 Dec	S3/821	1340		338 Wing, 24 Dec, Maint. Periods for Radars	1-Controller + Filter Off
27 Dec	S3/822	1345		62FW, 27 Dec, MGSIG-D-353 Radars 1126, 1026, 723 under Blue Control	
28 Dec	S3/823		0900	S-3 Cont Log 27/28 Dec	1-62FW 1-White 1-Sig O 1 File
28 Dec	S3/824		0900	S-3 MLO Log "	1-62FW 1-Sig O 1 File
28 Dec	S3/825	0830	0900	Filter Officers Log - Sig Office "	2-62FW 1-File
28 Dec	S3/826		1620	S-3 Request for SOP Items	2-White 1-File
28 Dec	S3/827	1620	1625	White FC Cont Log 26/27 Dec	Cont
29 Dec	S3/828		0900	Controllers Log S-3 28/29 Dec	1-62FW 1-White FC 1-Sig O 1-S-2 1-File
29 Dec	S3/829		0900	S-3 MLO Log "	1-62FW 1-Sig O 1-File
29 Dec	S3/830		0900	Sig O Filter Log "	2-62FW 1-File
29 Dec	S3/831	0900		62FW, 26 Dec, Ops Memo 43 - Use of MK III G IFF	1-File 1-Radars 1-Cont 1-MLO 1-FO

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S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
29 Dec	S3/832	0900		XXII TAC - V-Day Directive w/Ind	File
29 Dec	S3/833		1300	S-3, Proposed Training Program for 700 Group or Sq	1-62FW, circ. 3-File cy.
29 Dec	S3/834	1345	1615	62FW, 26 Dec, Ops Memo 44 Overlap Plot Procedure	1-File 1-Cont, MLO, FO.
29 Dec	S3/835	1340	1345	White FC Controllers Log, 27/28 Dec	Cont
29 Dec	S3/836	1340		XXII TAC, Annex 3 to Ops memo 6 - Equipment for FC Controllers	File
29 Dec	S3/837	1640	1640	15th AF Mission Code	1-MLO
30 Dec	S3/838		0900	S-3 Cont Log 29/30 Dec	1-62FW 1-S-2 1-White 1-File 1-Sig O
30 Dec	S3/839		0900	S-3 MLO Log " "	1-62FW 1-File 1-Sig O
30 Dec	S3/840		0900	Sig O F.O. Log " "	2-62FW 1-File
30 Dec	S3/841		0900	F.O. Station Maint Log 29 Dec	1-62FW
30 Dec	S3/842		0930	Sig O Overlay for 29/30 Dec	2-62FW 1-File
30 Dec	S3/843	1020	1020	White Controllers Log-28-29 Dec	1-Controller
30 Dec	S3/844	1020	1020	3rd Photo Group Recco 27 Dec Destination Code	1-MLO
31 Dec	S3/845		0900	S-3 Controllers Log 30/31 Dec	1-62FW 1-S-2 1-White FC 1-File 1-Sig O
31 Dec	S3/846		0900	S-3 MLO Log 30/31 Dec	1-62FW 1-Sig O 1-File
31 Dec	S3/847		0900	Sig O. F.O. Log 30/31 Dec	2-62FW 1-File
31 Dec	S3/848	0830	0900	MAAF, 16 Dec 41 - amend 37 to MAAF Sig Pub #3	1-MLO 1-Base Ops 1-Sig O
31 Dec	S3/849	0830	0900	MAAF, 23 Dec 41 - amend 38 to MAAF Sig Pub #3	1-MLO 1 Base Ops 1-Sig O
31 Dec	S3/850		0900	F.O. Station Maint Log, 30 Dec	1-62FW
31 Dec	S3/851		1045	Sig O - overlays for 30/31 Dec	2-62FW 1-File
31 Dec	S3/852	1430		VS-2116, Weekly operational Report 17-24 Dec	File
31 Dec	S3/853	1430		AAF/MTO, 23 Dec - memo 30-2 Currency for Use in Balkans	File
31 Dec	S3/854	1430	2/1300	MAAF, 7 Dec, Ops Inst 92 - oper. of Visual Aids to Navigation	MLO
31 Dec	S3/855	1430	3/1400	XXII TAC, 28 Dec, Ops Memo #7 Use of 584 Radar on F/B missions	1-File 1-Cont
31 Dec	S3/856	1500	1502	White FC, Cont Log 29/30	Cont.
31 Dec	S3/857		1515	S-3 Weekly Overlay of Hostile Tracks	62nd F.W.
31 Dec	S3/858		1600	S-3 Ops Room Schedule	

0487

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
1 JAN45	S3/01		0900	S-3 Controllers Log 31 Dec-1 Jan	1-62FW 1-S-2 1-White FC 1-File 1-Sig O
1 Jan	S3/02		0900	S-3 MLO Log " "	1-62FW 1-Sig O 1-File
1 Jan	S3/03		0900	Sig O Filter O Log " "	2-62FW 1-File
1 Jan	S3/04		0900	Sig O F.O. Sta. Maint Log 31 Dec	1-62FW
1 Jan	S3/05		0900	Overlay for 31/1	2-62FW 1-File
1 Jan	S3/06	1320	1325	White FC Cont Log 30/31 Dec	Cont
1 Jan	S3/07	1320	1325	AAF/EC MTO, 15 Dec Airfield Status Report	MLO
1 Jan	S3/08	1320	2/1300	MAAF, 13 Dec, Schedule of Visual aids to navigation for Jan. 45	MLO
1 Jan	S3/09	1320	2/1300	MAAF, 2 Dec, ops Inst 79 a/c movement signals - Non-op Flts + VIP's (2 cys)	1-MLO 1-Cont
1 Jan	S3/10	1320		White FC, 30 Dec, SOP Item 11-6 night cooperation w/US 7232	File
1 Jan	S3/11	1320		White FC, 29 Dec, SOP Item 32-3 authentication Code Jan 45	File
2 Jan	S3/12		0900	S-3 Cont Log	1-62FW 1-S-2 1-White FC 1-File 1-Sig O
2 Jan	S3/13		0900	S-3 MLO Log	1-62FW 1-File 1-Sig O
2 Jan	S3/14		0900	Sig O F.O. Log	2-62FW 1-File
2 Jan	S3/15		0900	Sig O Overlay for 1/2 Jan	2-62FW 1-File
2 Jan	S3/16		0900	Sig O. F.O. Sta Maint Log 1 Jan	1-62FW
2 Jan	S3/17	0900		62 FW, 31 Dec, Plans for Evacuation (2 cys)	
2 Jan	S3/18	0900	1300	51st T.C. Wing, 19 Dec, Control Procedure for Re-supply missions w/2nd	Cont, MLO, F.O.
2 Jan	S3/19	1030	1300	62 FW, 31 Dec, Radar, Homer, + Filter Sta. Status Report	2-File 1-Controller
2 Jan	S3/20	1115	1120	White FC, Cont. Log 31st-1 Jan	Cont
3 Jan	S3/21		0845	S-3 Controllers Log 2-3 Jan	1-62FW 1-S-2 1-White FC 1-File 1-Sig O
3 Jan	S3/22		0845	S-3 MLO Log 2-3 Jan	1-62FW 1-Sig O 1-File
3 Jan	S3/23		0845	Sig O Filter O Log 2-3 Jan	2-62FW 1-File
3 Jan	S3/24		0845	Sig O F.O. Sta. Maint Log 2 Jan	1-62FW
3 Jan	S3/25	0845		Sig O, 2 Jan, amend 17 to S.O1.	File
3 Jan	S3/26	0845		414 NFS, 29 Dec, Form 1 for Col Smith flying time	File
3 Jan	S3/27	0845		Blue FC, 2 Jan, Carrying of Arms	File

0488

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
3 Jan	S3/28	0845		WD AAF Regulation 50-30 Training	File
3 Jan	S3/29		0900	Daily Staff Journal, 2 Dec	Col Smith
3 Jan	S3/30	1100		US-2116- Weekly Operational Report for 24 to 30 Dec	File
3 Jan	S3/31	1100	1400	White FC, 31 Dec, Trans. of S.O.P. Items 5-2, 6-3, + 7-2	Ind. Returned ack receipt 1-file
3 Jan	S3/32	1100		White FC SOP Item 5-2	File
3 Jan	S3/33	1100		White FC, SOP Item 6-3	File
3 Jan	S3/34	1100		White FC, SOP Item 7-2	File
3 Jan	S3/35	1100		62 AA BDE, 28 Dec 44, Ops. Order 32 (TOP SECRET)	Cont
3 Jan	S3/36	1100	1105	White FC, Cont. Log, 1-2 Jan	1-Cont 1 File 1-B Rd
3 Jan	S3/37		1200	S-3 Controllers Schedule	2-Chief Fly Safety, WS, M.C
3 Jan	S3/38		1530	S-3 Trans. of Form 5 (Col Smith)	1-62FW 1-S-2 1-White FC 1-File 1-Sig O
4 Jan	S3/39		0850	S-3 Cont Log 3/4 Jan	1-62FW 1-Sig O 1-File
4 Jan	S3/40		0850	S-3 MLO Log 3/4 Jan	2-62FW 1-File
4 Jan	S3/41		0850	Sig O Filter O Log 3/4 Jan	1-62FW
4 Jan	S3/42		0850	Sig O Filter O Sta. Maint Log, 3 Jan	2-62FW 1-File
4 Jan	S3/43		0850	Sig O Overlay for 3/4 Jan	Col Smith File
4 Jan	S3/44	1000		LT. TRINDLE, 3 Jan, TWX Request Permission no longer carry arms	
4 Jan	S3/45	1000		62FW, MGACT-J-35, 3 Jan. Every effort to be made to decrease poss. of attack	File
4 Jan	S3/46	1000		US-2114, 24-30 Dec, Weekly operational Report	S.S.O.
4 Jan	S3/47	1000	1030	62FW, 31 Dec, movie Report + Special service meeting	1. Controller
4 Jan	S3/48		1600	White Ftr Control Log - 3 Jan 45	1-62FW 1-S-2 1-White FC 1-File 1-Sig O
5 Jan	S3/49		0900	S-3 Cont. Log 4-5 Jan	1-62FW 1-Sig O 1-File
5 Jan	S3/50		0900	S-3 MLO Log "	2-62FW 1-File
5 Jan	S3/51		0910	Sig O Filter O Log "	1-62FW
5 Jan	S3/52		0900	Sig O Filter O Maint Log	2-62FW 1-File
5 Jan	S3/53		0900	Sig O Overlay for 4-5 Jan	
5 Jan	S3/54	1400		AAF/MTO, 21 Dec, Addressing of msgs to AFHQ W/3 Ind	

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
5 Jan	S3/55	1400		AAF/MTO, 26 Dec, G.O. 60	File
5 Jan	S3/56	1400	1410	416 NF Sq, 4 Jan, Ops. O. 4 - Pilot Call Signs	Controller
5 Jan	S3/57	1400	1410	414 NF Sq, 3 Jan 45, Callsigns (Pilot)	Controller
5 Jan	S3/58	1515		Sig O, 4 Jan, amend 18 to S.O.I. Blue FC	SOI
5 Jan	S3/59	1630	1631	338 Wing 338W/M-50/OPS, 5 Jan Operation BISON (TOP SECRET)	Capt Kerr
5 Jan	S3/60	1630	1640	MAAF amend Signal 108 to MAAF SP-3	MLO
5 Jan	S3/61	1630	1640	White FC, Cont Log 3/4 Jan	Cont
5 Jan	S3/62	1630		XXII TAC, 1 Jan, assignment of Florence A/F	File
5 Jan	S3/63	1630	6/0930	XXII TAC, 1 Jan, assgn of A/F Cresciro's asgmt of Florence	Cont MLO
5 Jan	S3/64	1630	1640	XII AFSC, 30 Dec, Station List	MLO
5 Jan	S3/65	1630	6/0930	5th Army, 21 Dec, Training Memo 15 - Use of VT Fuze	Cont. AALO
6 Jan	S3/66		0850	S-3 Cont Log 5/6 Jan	1-62FW 1-White FC 1-Sig O 1-S-2 1-File
6 Jan	S3/67		0850	S-3 MLO Log 5/6 Jan	1-62FW 1-Sig O 1-File
6 Jan	S3/68		0850	Sig O Filter O Log 5/6 Jan	2-62FW 1-File
6 Jan	S3/69		0850	Sig O F.O. Maint Log 5 Jan	1-62FW
6 Jan	S3/70	0850	0855	AAF/MTO, 1 Jan, Station List	MLO
6 Jan	S3/71	0850		MAAF, 4 Jan, Comd Bdcast re Spanish Civil A/C flights	File
6 Jan	S3/72	0850	0900	White FC Cont Log 4/5 Jan	Cont
7 Jan	S3/73		0850	S-3 Controllers' Log 6/7 Jan	1-62FW 1-White FC 1-Sig O 1-S-2 1-File
7 Jan	S3/74		0850	S-3 MLO Log 6/7 Jan	1-62FW 1-Sig O 1-File
7 Jan	S3/75		0850	Sig O Filter O Log 6/7 Jan	2-62FW 1-File
7 Jan	S3/76		0850	Sig O. Filter O Sta. Maint Log 6 Jan	1-62FW
7 Jan	S3/77	1300	1300	White controllers Log 5,6 Jan	1-Controller
7 Jan	S3/78	1300	1300	Teletype Traffic Diagram-62 FW	4-Comm Officer
7 Jan	S3/79	1300	1300	Directive for 7 Jan 44 - XXII TAC	1-MLO
8 Jan	S3/80		0900	Controllers Log - 7-8 Jan	1-62FW 1-White FC 1 Sig O 1-S-2 1 File
8 Jan	S3/81		0900	MLO LOG - 7-8 Jan	1-62FW 1-Sig O 1 File

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
8 Jan	S3/82		0900	Sig O Filter Officers Log 7-8 Jan	2-62 FW 1-File
8 Jan	S3/83		0900	Sig O Filter O Sta Maint Log 7 Jan	1-62 FW
8 Jan	S3/84		0900	Sig O Overlay for 7/8 Jan	
8 Jan	S3/85	0830	0900	3rd Phot Gp, 3 Jan Destination Code to MAPRW MAP	MLO
8 Jan	S3/86		0900	S-3 Staff Journal	Col Smith
8 Jan	S3/87	0830	[illegible]	XXII TAC Rear, 6 Jan, G-2-J Civilian Payrolls.	
8 Jan	S3/88	1115	1145	62FW, 7 Jan, MGACT-J-91 Change in RAF A/C markings	Cont. MLO to return
8 Jan	S3/89	1115	1120	White FC, Cont. Log 6-7 Jan	Controller
8 Jan	S3/90	1115	1120	MAAF, 7 Jan, P-169 - Request info on Sgt JF Denton RAF	MLO
8 Jan	S3/91	1115	1120	15AF, 30 Dec, Mission Code	MLO
8 Jan	S3/92	1335		Sig O - 8 Jan - Amend 19 to Blue FC SOI	SOI
8 Jan	S3/93	1345		62FW, 5 Jan - Item 1-13 to SOI	62FW SOI
8 Jan	S3/94	1345		62FW, 4 Jan - Item 30-3 to SOI	62FW SOI
8 Jan	S3/95	1545		62FW, 7 Jan, Proposed Sub-Sector organization	[illegible]
9 Jan	S3/96		0900	S-3 Cont Log 8/9 Jan	1-62FW 1-White 1-Sig O 1-S-2 1-File
9 Jan	S3/97		0900	S-3 MLO Log 8/9 Jan	1-62FW, 1-File 1-Sig O
9 Jan	S3/98		0900	Sig O Filter O Log 8/9 Jan	2-62FW 1-File
9 Jan	S3/99		0900	Sig O Filter O Sta Maint Log 8 Jan	1-62FW
9 Jan	S3/100		0900	Sig O Overlay 8/9 Jan	2-62FW 1-File
9 Jan	S3/101		0910	S-3 Staff Journal	Col Smith
9 Jan	S3/102	1115	10/1100	White FC, 3 Jan, Signal memo #2 2 cys	1-Sig O 1-File
9 Jan	S3/103	1115		US-2114, Weekly operational Report 31 Dec - 6 Jan	File
9 Jan	S3/104	1115		White FC, 6 Jan, Item 12-2 to SOP Analysis of Hostile activity	File
9 Jan	S3/105	1115	1120	White FC Cont Log 7/8 Jan	Controller
9 Jan	S3/106	1115		22TAC, 7 Jan, M-O-J - Excessive Use of Channels B + C.	
9 Jan	S3/107	1115	10/1030	MAAF, 16 Aug 44, Ops Inst. 73 - S/L as Navigational aids to A/C	Cont
9 Jan	S3/108	1115		US-2116, weekly oper. Report 31 Dec-6 Jan	File

0481

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
9 Jan	S3/109	1115		7 Jan - Operations Reports	
9 Jan	S3/110	1115		XXII TAC, 31 Dec 44, memo - Identifying Correspondence	File
9 Jan	S3/111	1115	1120	MAAF Cmd Bdcast - Amend Sig 109 to MAAF SP-3	MLO
9 Jan	S3/112	1115		62 FW, 7 Jan, Radar, Homer + Fixer Sta Status Report	2-File 1-Cont 1-MLO FO
9 Jan	S3/113	1115		AAF TC - Fighter Gunnery	
10 Jan	S3/114		0900	S-3 Cont. Log 9/10 Jan	1-62 FW 1-White 1-Sig O 1-S2 1-File
10 Jan	S3/115		0900	S-3 MLO Log 9/10 Jan	1-62 FW 1-Sig O 1-File
10 Jan	S3/116		0900	Sig O F.O. Log 9/10 Jan	2-62 FW 1-File
10 Jan	S3/117		0900	Sig O F.O. Sta Maint Log 9 Jan	1-62 FW 1-Sig O
10 Jan	S3/118		0900	Sig O Overlay for 9/10 Jan	2-62 FW 1-File
10 Jan	S3/119		0910	S-3 Staff Journal	1-Col Smith
10 Jan	S3/120	0900		Sig O, 9 Jan, Amend 2 to SOI	Bns SOI
10 Jan	S3/121	0830	1030	62 FW, 9 Jan, MGACT-J-123 MACAF ASR A/C Call Signs	Cont
10 Jan	S3/122			Misuse of VHF Channels	See file cy
10 Jan	S3/123		1300	CO - Sub Sector Orgn	1-594 1-78 FCS 1-62 FW
11 Jan	S3/124		0900	S-3 Cont Log 10/11 Jan	1-62 FW 1-White FC 1-Sig O 1-S-2 1-File
11 Jan	S3/125		0900	S-3 MLO Log "	1-62 FW 1-Sig O 1-File
11 Jan	S3/126		0900	Sig O F.O. Log "	2-62 FW 1-File
11 Jan	S3/127		0900	Sig O F.O. Sta Maint Log 10 Jan	1-62 FW
11 Jan	S3/128		0900	Sig O Overlay for 10/11 Jan	2-62 FW 1-File
11 Jan	S3/129	0900	1400	AAF - Freq. Assgns Inst for AN/TRC-1	Capt Burton
11 Jan	S3/130	0900	0910	White FC Cont. Log 8-9 Jan	Cont
11 Jan	S3/131	0900		White FC SOP Sum 13-3, 7 Jan	File
11 Jan	S3/132	0900		594 SAW, 10 Jan amend 2 to Bn Defense Plan	
11 Jan	S3/133	0900		62 FW, Sig Inst. 51-4, 27 Dec	SOI-62 FW
11 Jan	S3/134	0900	1400	XXII TAC, 28 Dec, Comm Memo #2 2d VHF Radio System	Capt Burton
11 Jan	S3/135	0900		MAAF, 8 Jan, Sig amend 110 to SP-3	1-MLO 1-Sig O 1-Base Ops

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
11 Jan	S3/136	0900		MACAF, 1 Jan, amend List 5 to A/C Safety oper. Inst. #1	File
11 Jan	S3/137	0900	1400	XII AF, 28 Dec, Security of Air Force Installations w/1 Ind.	Maj Welty
11 Jan	S3/138	1145	1400	338 Wg, 338W/56/AIR 10 Jan Combined ARW + Smoke Practice	Cont, MLO, FO
11 Jan	S3/139	1145	1150	White FC Cont Log 9/10 Jan	Cont
11 Jan	S3/140	1310		MAAF, 30 Dec, amend 39 to Sig Pub. #3	1-MLO 1-Sig O 1-Base Ops
12 Jan	S3/141		0900	S-3 Cont Log 11/12 Jan	1-62FW 1-White FC 1-Sig O 1-S-2 1-File
12 Jan	S3/142		0900	S-3 MLO Log 11/12 "	1-62FW 1-Sig, 1-File
12 Jan	S3/143		0900	Sig O F.O. Log 11/12 "	2-62FW 1-File
12 Jan	S3/144		0900	Sig O FO. Sta Maint Log 11 Jan	1-62FW
12 Jan	S3/145		0905	S-3 Staff Journal	Col Smith
12 Jan	S3/146		1030	S-3 Req. for supplies	2-Supply 1-S-3
12 Jan	S3/147	1045		Blue FC, 10 Jan, dist of Incoming Mail	1-CO 1-File
12 Jan	S3/148	1045		594 SAW, 10 Jan, corr. cy - amend 2 to Br Def Plan	File
12 Jan	S3/149	1045	1050	US-1015P Movie Report	Maj Welty
12 Jan	S3/150	1045		AFHQ, 15 Dec, Restricted Flying areas	
12 Jan	S3/151	1045	1050	15 AF, 1 Jan, Station List	MLO
12 Jan	S3/152	1045	1050	White FC Cont Log 10/11 Jan	Cont.
13 Jan	S3/153		0900	S-3 Cont Log 12/13 Jan	1-62FW 1-White FC 1-Sig O 1-S-2 1-S-3
13 Jan	S3/154		0900	S-3 MLO " " "	1-62FW 1-Sig O 1-File
13 Jan	S3/155		0900	Sig O F.O. " " "	2-62FW 1-File
13 Jan	S3/156		0900	Sig O F.O. Sta Maint Log 12 Jan	1-62FW
13 Jan	S3/157		0900	Sig O Overlay 12/13 Jan	2-62FW 1-File
13 Jan	S3/158		0910	S-3 Staff Journal	Col Smith
13 Jan	S3/159	1130		XXII TAC, 8 Jan, Station List	File
13 Jan	S3/160	1130		XXII TAC, 10 Jan, amend to Station List of 8 Jan	File
13 Jan	S3/161	1440	1441	3rd Photo Grp, Recco, 10 Jan, Destination Code to MAPRW #1 MAP	MLO
13 Jan	S3/162	1440	1441	White FC Cont Log 11/12 Jan	Cont

0493

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
14 Jan	S3/163		0900	S-3 Cont. Log 13/14 Jan	1-62FW 1-S-2 1-White 1-File 1-Sig O
14 Jan	S3/164		0900	S-3 MLO Log 13/14 Jan	1-62FW 1-File 1-Sig O
14 Jan	S3/165		0900	Sig O. Filter O Log 13/14 Jan	2-62FW 1-File
14 Jan	S3/166		0900	Sig O. F.O. Sta. Maint Log 13 Jan	1-62FW
14 Jan	S3/167	0900		Sig O Amend. 21 to Blue SOI	SOI
14 Jan	S3/168		0910	S-3 Staff Journal	Col Smith
14 Jan	S3/169		1000	CE, (2 FW), Weekly Overlay, 7-13 Jan 45	1-62 1-File
14 Jan	S3/170	1355	1355	White Controllers Log 12, 13 Jan. 45	1-Controller
15 Jan	S3/171		0840	S-3 Cont. Log 14/15 Jan	1-62FW 1-Sig O 1-White 1-File 1-S-2
15 Jan	S3/172		0840	S-3 MLO Log 14/15 Jan	1-62FW 1-Sig O 1-File
15 Jan	S3/173		0840	Sig O F.O. Log 14/15 Jan	2-62FW 1-File
15 Jan	S3/174		0840	Sig O F.O. Sta Maint Log 14 Jan	1-62FW
15 Jan	S3/175		0850	S-3 Staff Journal	Col Smith
15 Jan	S3/176		1100	S-3 Controllers' Schedule. 16-22 Jan	1-Cont 1-B Bd 1-File
15 Jan	S3/177	1100	1105	White Controllers Log 13-14 Jan	1-Controller
15 Jan	S3/178	1100		Ops. Memo # 8-XII TAC, 12 Jan '45	1-File
16 Jan	S3/179		0900	S-3 Controllers Log 15/16 Jan	1-62FW 1-S-2 1-White FC 1-File 1-Sig O
16 Jan	S3/180		0900	S-3 MLO Log 15/16 Jan	1-62FW 1-Sig O 1-File
16 Jan	S3/181		0900	Sig O Filter O Log 15/16 Jan	2-62FW 1-File
16 Jan	S3/182		0910	Sig O Filter O Sta Maint Log 15 Jan	1-62FW
16 Jan	S3/183		0910	S-3 Staff Journal	Col Smith
16 Jan	S3/184	1020		US-2116, 7 to 13 Jan - Weekly Oper. Report	File
16 Jan	S3/185	1020	17/0900	US-2114, 7 to 13 Jan - Weekly Oper. Report	Comm O.
16 Jan	S3/186	1105	17/0900	562 SAW, 15 Jan, TWX re Form 32 of T/4 LAFORTE	Maj Welly
16 Jan	S3/187	1105	17/0900	White FC, 14 Jan, SOP Item 8-2	Cont
16 Jan	S3/188	1105	17/0900	White FC, 13 Jan, SOP Item 13-1	Cont
16 Jan	S3/189	1105	1110	10 FSU, RAF, 12 Jan, Telephone Code	Cont

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
16 Jan	S3/190	1105	17/0900	338 Wing, 15 Jan, Crystallisation of 293 Sq. Det	Cont
16 Jan	S3/191	1105	1110	White FC Cont. Log 14/15 Jan	Cont.
17 Jan	S3/192		0900	S-3 Cont Log 16/17 Jan	1-62FW 1-S-2 1-White FC, 1-File 1-Sig O
17 Jan	S3/193		0900	S-3 MLO Log 16/17 Jan	1-62FW, 1-File 1-Sig O
17 Jan	S3/194		0900	Sig O F.O. Log 16/17 Jan	2-62FW 1-File
17 Jan	S3/195		0900	Sig O F.O. Sta Maint Log 16 Jan	1-62FW
17 Jan	S3/196		0900	Sig O Overlay 16/17 Jan	2-62FW 1-File
17 Jan	S3/197		0930	S-3 Staff Journal	Col Smith
17 Jan	S3/198	0930		62FW, 14 Jan, Opns Memo #2	1-File 1-Cont
17 Jan	S3/199	0930		62FW, 14 Jan, Radar Homers + Fixer Status	1-File
17 Jan	S3/200		1430	S-3 Night Ftr Pilot Call Signs	1-US 2114 1-US 2116
17 Jan	S3/201	1430	18/1700	AAF/MTO, 8 Jan, Overclassification	Cont, MLO, F.O.
17 Jan	S3/202	1430	18/	AFHQ, 28 Dec, abbreviations of Unit Designations	File
18 Jan	S3/203		0900	S-3 Cont Log 17/18 Jan	1-62FW 1-S-2 1-White FC 1-File 1-Sig O
18 Jan	S3/204		0900	S-3 MLO Log 17/18 Jan	1-62FW 1-Sig O 1-File
18 Jan	S3/205		0900	Sig O Filter O Log 17/18 Jan	2-62FW 1-File
18 Jan	S3/206		0900	Sig O F.O. Sta Maint Log 17 Jan	1-62FW
18 Jan	S3/207		0900	Sig O Overlay 17/18 Jan	2-62FW 1-S-3
18 Jan	S3/208	1430	19/0830	62FW, 15 Jan Opns Memo #3 Hq Call Signs	1-Col Smith 8-File 1-MLO 1-Cont
18 Jan	S3/209	1430	19/0830	62FW, 16 Jan Opns Memo #4 Controller Roster	2-File 1-FO 1-MLO 1-Cont
18 Jan	S3/210	1430	1445	XII AFSC, 10 Jan, Station List	MLO
18 Jan	S3/211	1430	1445	15AF, 10 Jan, Opns Memo 1-3 Mission Codes	MLO
18 Jan	S3/212	1430	1445	15AF, 9 Jan, Mission Code	MLO
18 Jan	S3/213	1430		White FC, 14 Jan Opns Memo #3 Air Raid Warning	1-File
18 Jan	S3/214	1430		White FC, 16 Jan, SOP Item 5-5 Dusk Patrol	File
18 Jan	S3/215	1430		White FC, 16 Jan, SOP Item 6-1 Warning on approach of Hostile A/C	File
18 Jan	S3/216	1430		White FC, 17 Jan, SOP Item 3-1 Distribution	File

S-3 IN - OUT REGISTER

ATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
18 Jan	S3/217	1430		White FC, 17 Jan, amendment of SOP	File
18 Jan	S3/218	1430	1445	White FC, Cont Log 15/16 Jan	Cont
18 Jan	S3/219	1430	1445	White FC, Cont Log 16/17 Jan	Cont
19 Jan	S3/220		0900	S-3 Controllers Log 18/19 Jan	Usual
19 Jan	S3/221		0900	S-3 MLO Log 18/19 Jan	Disp
19 Jan	S3/222		0900	Sig O Filter O Log 18/19 Jan	
19 Jan	S3/223		0900	Sig O F.O. Sta Maint Log 18 Jan	
19 Jan	S3/224		0900	Sig O Overlay 18/19 Jan	
19 Jan	S3/225	1045	1100	White FC Cont Log 17/18 Jan	Cont
19 Jan	S3/226	1400		XXII TAC, 14 Jan, Memo 100-4 Communications	File
20 Jan	S3/227		0840	Cont Log for 19, 20 Jan '45	1-62 1-S-2 1-CO 1-Sig 1-White 1-File
20 Jan	S3/228		0840	MLO Log for 19, 20 Jan '45	1-62 1-File 1-Sig 1-CO
20 Jan	S3/229		0840	Sig O Filter O Log 19, 20 Jan '45	2-62 FW 1-File
20 Jan	S3/230		0840	Sig O-Filter O Sta Maint Log 19 '45	1-62 FW
20 Jan	S3/231	1500	1505	White FC Cont Log 18/19 Jan	Cont
21 Jan	S3/232		0900	S-3 Cont. Log 20/21 Jan	1-62FW 1-S-2 1-Sig O 1-File 1-White FC
21 Jan	S3/233		0900	S-3 MLO Log 20/21 Jan	1-62FW 1-Sig O 1-File
21 Jan	S3/234		0900	Sig O F.O. Log 20/21 Jan	2-62FW 1-File
21 Jan	S3/235		0900	Sig O F.O Sta Maint Log 20 Jan	1-62FW
21 Jan	S3/236		0900	Sig O Overlay 20/21 Jan	2-62FW 1-File
21 Jan	S3/237		1100	S-3 Trans. of Weekly Overlay Hostile Attacks	2-62FW 1-File
21 Jan	S3/238	1135	1135	3rd Photo Gp - Destination Code	1-MLO
21 Jan	S3/239	1135	1135	62 FW MGBCT-J-2S4	1-MLO
22 Jan	S3/240		0905	S-3 Cont. Log 21/22 Jan	1-62FW 1-S-2 1-White FC 1-File 1-Sig O
22 Jan	S3/241		0905	S-3 MLO Log 21/22 Jan	1-62FW 1-Sig O 1-File
22 Jan	S3/242		0905	Sig O Filter O Log 21/22 Jan	2-62FW 1-File
22 Jan	S3/243		0905	Sig O F.O. Sta Maint Log 21 Jan	1-62FW

0496

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
22 Jan	S3/244		0905	Sig O. - Overlay for 21/22 Jan	2-62FW 1-File
22 Jan	S3/245	1100		62FW, 21 Jan, Radar, Homer & Fixer Status Report	1-File
22 Jan	S3/246	1100	1100	22 TAC, 17 Jan, Advance & Rear Hq, 22 TAC	Cont
22 Jan	S3/247	1100	1005	62FW, 19 Jan, SOI Item 12-5	1-File 1-Cont
22 Jan	S3/248	1100	1105	62FW, 18 Jan, SOI Item 51-5	1-File 1-Cont
22 Jan	S3/249	1100	1105	62FW, 20 Jan, SOI Item 1-15 Order	1-File 1-Cont
22 Jan	S3/250	1100	1105	White FC Cont Log 19/20 Jan	Cont
22 Jan	S3/251		1400	S-3 Memo: Meeting of O. Personnel	See file Cy
22 Jan	S3/252		1400	S-3 Report on Hostile activity	Cont 16 MZO AAFO
22 Jan	S3/253	1635	1640	White FC Cont Log 20/21 Jan	Cont.
22 Jan	S3/254	1635		62FW, 19 Jan, Ops Memo #5	1-File
22 Jan	S3/255	1635		VS2114, Weekly Oper. Report 14-20 Jan	
23 Jan	S3/256		0900	S-3 Cont. Log 22/23 Jan	1-62FW 1-White FC 1-Sig O 1-S-2 1-File
23 Jan	S3/257		0900	S-3 MLO Log " "	1-62FW 1-Sig O 1-File
23 Jan	S3/258		0900	Sig O Filter O Log " "	2-62FW 1-File
23 Jan	S3/259		0900	Sig O F.O. Sta Maint Log 22 Jan	1-62FW
23 Jan	S3/260		0900	Sig O Overlay 22/23 Jan	2-62FW 1-File
23 Jan	S3/261	1030	25/0900	338 Wg - Maint Periods 1-2-45 28-2-45	F.O.
23 Jan	S3/262	1545		AFHQ - 15 Sept 43 - Air Defense Instruction #1	File
23 Jan	S3/263	1545		MACAF, 15 Jan, A/C Safety Operation #1 - Amend. List #6	File
23 Jan	S3/264	1545	1550	White FC Cont Log 21/22 Jan	Cont.
23 Jan	S3/265	1545		White FC, SOP Item 6-2, 19 Jan	1-Sr Controller
23 Jan	S3/266	1545		White FC, SOP Item 7-1, 19 Jan	1-Sr Controller
23 Jan	S3/267	1545		White FC, SOP Item 10-1, 22 Jan	1-Sr Controller
24 Jan	S3/268		0930	Cont Log 23, 24 Jan '45	1-62FW 1-White 1-Sig 1-S-2 1-File
24 Jan	S3/269		0930	MLO Log 23, 24 Jan '45	1-62 1-White 1-File 1-S.O.
24 Jan	S3/270	0930	0930	Sig Off Filt Off Overlay 23 Jan 45	2-62FW 1-File

0497

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
24 Jan	S3/271	0930	0930	S-off Filter off Log 23,24 Jan '45	2-62FW 1-File
24 Jan	S3/272	0930	0930	Filter off Sta Maint Log 23 Jan '45	1-62FW
24 Jan	S3/273		1330	US#2116 - Weekly Operations Rpt Jan 14-20	1-Sr Controller
24 Jan	S3/274	1600	1600	White Cont Log + Rpt Hostile Activity	1-Controller
25 Jan	S3/275		0900	S-3 Cont. Log 24/25 Jan	Usual Dist
25 Jan	S3/276		0900	MLO Log 24/25 Jan	
25 Jan	S3/277		0900	Sig O. Overlay 24/25 Jan	
25 Jan	S3/278		0900	Sig O F.O. Log " "	
25 Jan	S3/279		0900	Sig O. F.O. Sta Maint Log 24 Jan	
25 Jan	S3/280	1001	1015	Incomplete Information on Sta maint log 62FW - 1st end to Wing	62FW
25 Jan	S3/281	1100	1120	White Cont. Log 22-23 Jan '45	Controller
25 Jan	S3/282	1600		62FW, 24 Jan, memo re SECRET classification	File
25 Jan	S3/283	1600	26/0900	"RADAR", 15 NOV 44	Cont.
26 Jan	S3/284		0900	Cont Log for 25,26 Jan	1-62FW 1-S-2 1-White 1-file 1-Sig O
26 Jan	S3/285		0900	MLO Log for 25,26 Jan	1-62FW 1-Sig 1 file
26 Jan	S3/286	0850	0900	Sig O Filter O Log for 25,26 Jan	2-62FW 1-File
26 Jan	S3/287	0850	0900	Filter off Sta Maint Log	1-62FW
26 Jan	S3/288	0900	27/0900	15AF, 16 Jan, amend to Station List	MLO
26 Jan	S3/289		1400	S-3 Controllers' Schedule	1-Cont 1 BSd 1 File
26 Jan	S3/290	1630		Sig O, 26 Jan, Call Signs of Radar Stations	501-62FW
26 Jan	S3/291	1630	27/0900	62FW 21 Jan, Comm. Memo #2 Radar Info Chart	1-MLO 1-File 1-Cont
26 Jan	S3/292	1630	27/0900	62FW, 21 Jan, Daily + Monthly maint Periods - Radar	1-F.O. 1-File 1-MLO 1-Cont
26 Jan	S3/293	1630	1635	White FC Cont Log 24/25 Jan	Cont
26 Jan	S3/294	1630		White FC, SOP Item 8-3	File
27 Jan	S3/295		0900	S-3 Controllers Log 26/27	1-62FW 1-S-2 1-White 1-File 1-Sig O
27 Jan	S3/296		0900	S-3 MLO Log 26/27	1-62FW 1-Sig O 1-File
27 Jan	S3/297		0900	Sig O F.O. Log 26/27	2-62FW 1-File

S-3 IN - OUT REGISTER

ATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
27 Jan	S3/298		0900	Sig O F.O. Sta Maint Log 26 Jan	62 FW
27 Jan	S3/299		0900	Sig O - Overlay 26/27	2-62 FW 1-File
27 Jan	S3/300	1110	1115	15 AF, 18 Jan, Loadings Code	MLO
27 Jan	S3/301	1610	1610	White FC Cont. Log 25/26 Jan	Cont.
28 Jan	S3/302		0900	S-3 Cont Log 27/28 Jan	Usual
28 Jan	S3/303		0900	S-3 MLO Log 27/28 Jan	Dist
28 Jan	S3/304		0900	Sig O F.O. Log 27/28 Jan	
28 Jan	S3/305		0900	Sig O F.O. Sta Maint Log 27 Jan	
28 Jan	S3/306		1030	S-3 Trans. of Weekly Overlay of Hostile Tracks	2-62 FW 1-File
28 Jan	S3/307	1030		Sig O, 27 Jan - Test Callsa, HF Links	File
28 Jan	S3/308	1030		Sig O, 27 Jan - memo - Use of M-209 converter by Radio Operators	File
29 Jan	S3/309		0900	S-3 Cont. Log 28/29 Jan	Usual
29 Jan	S3/310		}	S-3 MLO Log 28/29 Jan	Dist.
29 Jan	S3/311		}	Sig O F.O. Log 28/29 Jan	
29 Jan	S3/312		}	Sig O F.O. Sta Maint Log 28 Jan	
29 Jan	S3/313		}	" " Overlay 28/29 Jan	
29 Jan	S3/314	0830	31/1130	62 FW, MGSIG-J-290, 28 Jan - Routine msgs to go by W/T	MG Welty
29 Jan	S3/315	0830	0900	MACAF, CAF/10/16/AIR, 24 Jan Movement Signals - Strategical Bombers	MLO
29 Jan	S3/316	0830		White FC, SOP Item 9-5 - 26 Jan Homing Procedure	File
29 Jan	S3/317	0830	0845	White FC, Cont Log 26/27 Jan	Cont
29 Jan	S3/318	1130	1135	AAF EC/MTO, 15 Jan Airfield Status Report	MLO
29 Jan	S3/319	1130	31/1130	MATAF 16 Jan - Restriction of Traffic on R/T Channels w/Ind.	Controller
29 Jan	S3/320	1130	1135	White FC Cont. Log 27/28 Jan	Cont
29 Jan	S3/321	1130	31/1130	XXII TAC Ops. O. #5 (2 cys)	Cont. + File
29 Jan	S3/322	1530		AAF Regulation 20-50, 18 Nov 44	
29 Jan	S3/323	1530		" " 12-206 14 Sept 44	
29 Jan	S3/324	1530		" " 62-14 20 Oct 44	

0499

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
29 Jan	S3/325	1530	31/1130	62 FW, 27 Jan Inst. for Instal. + Oper. of Liquid Fuel Heaters	Maj Welty ~~Col. Smith~~
29 Jan	S3/326	1650	30/0845	350 F.G., 28 Jan, Weather Recce + Weather Reports	Cont
30 Jan	S3/327		0900	S-3 Cont. Log 29/30 Jan	1-62FW 1-S-2 1-White 1-File 1-SigO
30 Jan	S3/328		0900	S-3 MLO Log 29/30 Jan	1-62FW 1-File 1-SigO
30 Jan	S3/329		0900	SigO F.O. Log 29/30 Jan	2-62FW 1-File
30 Jan	S3/330		0900	SigO F.O. Sta. Maint Log 29 Jan	1-62FW
30 Jan	S3/331		0900	SigO Overlay for 29/30 Jan	2-62FW 1-File
30 Jan	S3/332	1030	31/1130	536 QM BN - 28 Jan, Inst. to accompany Defense Plan - Sector "W" PBS	~~Col Smith~~ Maj Welty
30 Jan	S3/333	1030		US-2114, 27 Jan - Weekly Oper. Report	File
30 Jan	S3/334	1030		US-2116 - 27 Jan - " " "	File
30 Jan	S3/335	1030	1035	57 B. Wing, 23 Jan Target Code #41	MLO
30 Jan	S3/336	1600	31/1130	414 NFS, 21 Jan Flight assignments (Pilot call signs)	1-Cont 1-2114 1-2117
30 Jan	S3/337	1600		White FC SOP Item 11-8, 27 Jan	
30 Jan	S3/338	1600	1605	White FC Cont Log 28/2. Jan	Cont
31 Jan	S3/339		0930	S-3 Cont Log 30/31	Usual
31 Jan	S3/340		}	S-3 MLO Log 30/31	Dist.
31 Jan	S3/341		}	SigO FO Log 30/31	}
31 Jan	S3/342		}	SigO-FO Sta Maint Log 30 Jan	}
31 Jan	S3/343		}	SigO - Overlay	}
31 Jan	S3/344		}	Duty Cont Statement 30/31	}
31 Jan	S3/345		}	" MLO " "	}
31 Jan	S3/346		}	" F.O. " "	}
31 Jan	S3/347		}	" AALO " "	}
31 Jan	S3/348	1115	1120	White FC Cont Log 29/30 Jan	Cont
31 Jan	S3/349	1115		" " SOP Item 8-4, 28 Jan	File
31 Jan	S3/350	1600	1/1100	62 FW, 28 Jan - Radar Homer + Flicker Status Report	1-MLO 2-File 1-Cont
31 Jan	S3/351		1600	S-3 Cont Log	1-Cont 2-S-3 1-BBQ

0500

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
1 Feb	S3/352		0900	S-3 Cont Log 31/1	1-62FW 1-S-2 1-White FC 1-File 1-Sig O
1 Feb	S3/353		0900	S-3 MLO Log 31/1	1-62FW 1-File 1-Sig O
1 Feb	S3/354		0900	Sig O F.O. Log 31/1	2-62FW 1-File
1 Feb	S3/355		0900	Sig O F.O. Sta Maint Log 31 Jan	1-62FW
1 Feb	S3/356		0900	Sig O- Overlay for 31/1	2-62FW 1-File
1 Feb	S3/357	1030	1100	MAAF, 13 Jan, opn instr 99 S/C Nav. aid to A/C	Capt Kerr
1 Feb	S3/358	1030	1045	White FC. Cont Log 30/31 Jan	Cont
1 Feb	S3/359	1030	1100	338 Wing, 29 Jan, Crystallisation of 293 Sq. Det	Cont
1 Feb	S3/360	1030	1400	66 AA Bde, 30 Jan - Pilotless A/C Early Warning	Cont.
2 Feb	S3/361		0850	S-3 Cont. Log 1/2 Feb	1-62FW 1-S-2 1-White FC 1-File 1-Sig O
2 Feb	S3/362		0850	S-3 MLO Log 1/2 Feb	1-62FW 1-Sig O 1-File
2 Feb	S3/363		0850	Sig O Filter O Log 1/2 Feb	2-62FW 1-File
2 Feb	S3/364		0850	Sig O F.O. Sta Maint Log 1 Feb	1-62FW
2 Feb	S3/365	1120		338 W/O.259/AIR 338 Wg, 1 Feb - Offensive Oper. by 338 Wg	
2 Feb	S3/366	1120	1130	MAAF, 6 Jan - Amend List 40 to Sig Pub 3	1-MLO 1-Sig O 1-Base Ops
2 Feb	S3/367	1120	1130	" 13 Jan " " 41 " "	" "
2 Feb	S3/368	1120	1130	" 20 Jan " " 42 " "	" "
2 Feb	S3/369	1530		MAAF - MSG Cancellation 30 Jan	1 MLO
2 Feb	S3/370	1530		From MSG MAAF 216 GP. Resiting of ASR Fixer - 31 Jan	1-File
2 Feb	S3/371	1530	1600	15th AF Loadings 25 JAN 45	1-MLO
2 Feb	S3/372	1530	1600	White Ftr Control Log 31 Jan 1 Feb	1 Cont
3 Feb	S3/373		0900	S-3 Cont. Log 2/3 Feb	1-62FW 1-S2 1-White FC 1-File 1-Sig O
3 Feb	S3/374		0900	S-3 MLO Log 2/3 Feb	1-62FW 1-File 1-Sig O
3 Feb	S3/375		0900	Sig O F.O. Log 2/3 Feb	2-62FW 1-File
3 Feb	S3/376		0900	Sig O F.O. Sta Maint Log, 2 Feb	1-62FW
3 Feb	S3/377		0900	Sig O Overlay for 2/3 Feb	2-62FW 1-File
3 Feb	S3/378	1030	1040	3rd Photo Gp, Recco, 1 Feb Dest. code to MAPRW #1 MAP	MLO

0501

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
3 Feb	S3/379	1030	1301	62FW, 1 Feb - GCA at Pisa A/F	Cont.
3 Feb	S3/380	1110	1300	XXII TAC STATISTICAL BULLETIN	1-Cont.
3 Feb	S3/381	1630	1635	White FC Cont Log 1/2 Feb	Cont
4 Feb	S3/382		0900	S-3 Cont. Log 3/4 Feb	1-62FW 1-White FC 1-Sig O 1-S-2 1-File
4 Feb	S3/383		0900	S-3 MLO Log 3/4 Feb	1-62FW 1-Sig O 1-File
4 Feb	S3/384		0900	Sig O F.O. Log 3/4 Feb	2-62FW 1-File
4 Feb	S3/385		0900	Sig O. F.O. Sta Maint. Log 3 Feb	1-62FW
4 Feb	S3/386		0900	Sig O Overlay for 3/4 Feb	2-62FW 1-File
4 Feb	S3/387		1000	S-3 Trans of Weekly Overlay Hostile Lcts	2-62FW 1-File
4 Feb	S3/388	1030	5/0945	XXII TAC, 1 Feb Allied Pow Camps	1-Cont
4 Feb	S3/389	1030	1030	White Cont Log 2,3 Feb 45	1-Controller
4 Feb	S3/390	1030	1300	MAAF Adnt to Sig Rout Directory 26/1	1-Sig Off
4 Feb	S3/391	1030	1300	" " " " " 23/1	1-Sig Off
4 Feb	S3/392	~~1500~~	1500	To 62FW - Plans for move + list of Veh	3-62FW
5 Feb	S3/393		0900	S-3 Cont Log 4-5 Feb	1-62FW 1-White FC 1-Sig O 1-S-2 1-File
5 Feb	S3/394		0900	S-3 MLO Log 4-5 Feb	1-62FW 1-Sig O 1-File
5 Feb	S3/395		0900	Sig Filter Off Log 4-5 Feb	2-62FW 1-File
5 Feb	S3/396		0900	F.O. Sta Maint Log 4 Feb	1-62FW
5 Feb	S3/397		[illegible]	F.O. Overlay for 4/5 Feb	2-62FW 1-File
5 Feb	S3/398	0950	6/0900	62FW, 3 Feb, Memo: Performance of R61	1-Cont 1-File
5 Feb	S3/399	0950		XIIAFSC, 30 Jan - Station List	File
5 Feb	S3/400	1435	1440	White FC Cont Log 3/4 Feb	Cont
6 Feb	S3/401		0900	S-3 Controllers Log 5/6 Feb	1-62FW 1-White FC 1-Sig O 1-S-2 1-File
6 Feb	S3/402		0900	S-3 MLO Log " "	1-62FW 1-Sig O 1-File
6 Feb	S3/403		0900	Sig O Filter O. Log " "	2-62FW 1-File
6 Feb	S3/404		0900	Sig O F.O. Sta Maint Log 5 Feb	1-62FW
6 Feb	S3/405		7/1100	S-3 - SOP - Use of Smoke on Pisa + Pontedera A/D's	See File Cy.

0502

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
6 Feb	S3/406	1100		US-2114, Weekly Oper. Report 28 Jan 3 Feb	
6 Feb	S3/407	1100		AAFSC/MTO, 16 Jan air maint memo 65-04-8	File
6 Feb	S3/408		1100	Sig O Overlay for 5/6 Feb	2-62FW 1-File
6 Feb	S3/409		1400	S-3 - GCA at Pisa	4 - Capt Kerr for redist
6 Feb	S3/410	1400	1430	62FW, 4 Feb, Radar, Homer + Fixer Sta Status	2 File 1-MLO 1-Cont
6 Feb	S3/411		7/1100	S-3 Amend #1 to SOP, Air Raid Warning	See file cy
6 Feb	S3/412	1600	1605	White FC, Cont Log 4/5 Feb	Cont.
7 Feb	S3/413		0900	S-3 Controllers' Log 6/7 Jan	1-62FW 1-White FC 1-Sig O 1-S-2 1-File
7 Feb	S3/414		0900	S-3 MLO Log 6/7 Jan	1-62FW 1-Sig O 1-File
7 Feb	S3/415		0900	Sig O F.O. Log 6/7 Jan	2-62FW 1-File
7 Feb	S3/416		0900	Sig O F.O. Sta Maint Log 6 Jan	1-62FW
7 Feb	S3/417		0900	Sig O - Overlay for 6/7 Jan	2-62FW 1-File
7 Feb	S3/418	1100	1110	White FC Cont Log 5/6 Feb	Cont
7 Feb	S3/419	1110		78FCS Roster	File-My Pock
7 Feb	S3/420	1400		XII AF, 2FEB45 - Inspections	File
7 Feb	S3/421	1400	1500	62FW, 2 Feb, Station Order Book (Amend)	1-File 1-Cont
8 Feb	S3/422		0900	S-3 Cont. Log 7/8 Feb	1-62FW 1-White FC 1-Sig O 1-S-2 1-File
8 Feb	S3/423		0900	S-3 MLO Log 7/8 Feb	1-62FW 1-Sig O 1-File
8 Feb	S3/424		0900	Sig O F.O. Log 7/8 Feb	2-62FW 1-File
8 Feb	S3/425		0900	Sig O F.O. Sta Maint Log 7 Feb	1-62FW
8 Feb	S3/426		0900	" " Overlay 7/8 Feb	2-62FW 1-File
8 Feb	S3/427	1030	1045	AAF/MTO, 1 Feb - Station List	MLO
8 Feb	S3/428	1030	1045	MAAF, MX45399, 6 Feb Sale HF/DF serviceable	MLO
8 Feb	S3/429	1030		284 Wing 6 Feb - 76 Staging Post has D/F on VHF C+D	File
8 Feb	S3/430	1500		XXII TAC, 4 Feb - Station List	File
8 Feb	S3/431	1500		62FW, 6 Feb - Comm. Memo #3	File
8 Feb	S3/432	1500		MAAF, 27 Jan, Amend 43 to Sig Pub 3	1-MLO 1-Sig O 1-Base Ops Pisa

0503

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
8 Feb	S3/433	1500		White FC, 6 Feb, Analysis of Filter Room Act. SOP Item 34-1	File - SOP
9 Feb	S3/434		0900	S-3 Cont Log 8/9 Feb	1-62FW 1-White FC 1-Sig O 1-S-2 1-File
9 Feb	S3/435		0900	S-3 MLO Log 8/9 Feb	1-62FW 1-Sig O 1-File
9 Feb	S3/436		0900	Sig O - Filter O. Log 8/9 Feb	2-62FW 1-File
9 Feb	S3/437		0900	Sig O - F.O. Sta Maint Log 8 Feb	1-62FW
9 Feb	S3/438	1100	1130	White FC Cont Log 6/7 Feb	Cont.
9 Feb	S3/439	1100	1130	" " " " 7/8 Feb	Cont
9 Feb	S3/440	1100		AAF/MTO - 28 Jan - School for School Administrators w/3 ends	
9 Feb	S3/441	1300		XXII TAC, 31 JAN - MEMO 55-1 OPERATIONS - Movement Definitions + Procedure	File
9 Feb	S3/442	~~[illegible]~~	1500	Passing Y Info to 338 Wg	1-Cont 1-File
9 Feb	S3/443	1630	11/1520	MATAF, 31 Jan - I.F.F. w/2 Ind.	Col. Welty
9 Feb	S3/444	1630		Blue FC, 13 Jan - Signal Annex to Area Defense Plan	File
10 Feb	S3/445		1000	S-3 Cont Log 9/10 Feb	1-62FW 1-White FC 1-Sig O 1-S-2 1-File
10 Feb	S3/446		1000	S-3 MLO Log 9/10	1-62FW 1-Sig O 1-File
10 Feb	S3/447		1000	Sig O Filter O 9/10 Feb	2-62FW 1-File
10 Feb	S3/448		1000	Sig O F.O. Sta Maint 9 Feb	1-62FW
10 Feb	S3/449		1000	S-3 Cont. Statement on H. Activity	2-62FW 1-Sig O 1-S-2 1-File
10 Feb	S3/450		1000	S-3 MLO " " " "	2-62FW 1-Sig O 1-S-2 1-File
10 Feb	S3/451		1000	S-3 F.O. " " " "	2-62FW 1-Sig O 1-S2 1-File
10 Feb	S3/452		1000	S-3 Overlay 9/10 Feb	2-62FW 1-File
10 Feb	S3/453		1530	S-3 Trans. of Form 5 WDAAF	Chief, Flying Safety.
10 Feb	S3/454	1530	1535	57 Bomb Gp, 6 Feb, Target Code #42	MLO
10 Feb	S3/455	1530		MACAF, 1 Feb, Amend #7 to A/C Safety Oper Inst. #1	File
11 Feb	S3/456		0900	S-3 Controllers Log 10/11 Feb	1-62FW 1-White FC 1-Sig O 1-S-2 1-File
11 Feb	S3/457		0900	S-3 MLO Log " "	1-62FW 1-Sig O 1-File
11 Feb	S3/458		0900	Sig O Filter O. Log " "	2-62FW 1-File
11 Feb	S3/459		0900	Sig O Filter O Sta Maint Log 10 Feb	1-62FW

S-3 IN - OUT REGISTER

ATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
11 Feb	S3/460		0900	SigO Overlay for 10/11 Feb	2-62FW 1-File
11 Feb	S3/461		1030	S-3 Trans. of Weekly Overlay Hostiles	2-62FW 1-File
11 Feb	S3/462	0900	1520	338 Wg/M250/OPS, 10 Feb Rocket Firing Practice-Cecina Wreck	Cont
11 Feb	S3/463	1345	1350	White FC, Cont Log 9/10 Feb	Controller
11 Feb	S3/464	1345	1350	3rd Photo Gp., Recco, 8 Feb Destination Code to MAPRW #1 MAP	MLO
12 Feb	S3/465		0900	S-3 Controllers Log 11/12 Feb	1-62FW 1-WhiteFC 1-SigO 1-S-2 1-File
12 Feb	S3/466		0900	S-3 MLO Log 11/12 Feb	1-62FW 1-SigO 1-File
12 Feb	S3/467		0900	Sig O Filter O Log 11/12 Feb	2-62FW 1-File
12 Feb	S3/468		0900	SigO Overlay 11/12 Feb	2-62FW 1-File
12 Feb	S3/469		0900	SigO F.O. Sta Maint Log 11 Feb	1-62FW
12 Feb	S3/470	1100	1105	White FC Cont Log 8/9 Feb	Cont
12 Feb	S3/471	1100		MATAF, 2 Feb, Downgrading of Classified Documents	File
12 Feb	S3/472	1600	1605	White FC Cont. Log 10/11 Feb	Cont
12 Feb	S3/473	1635		US 2116 - 4-10 Feb - Weekly Operational Report	File
13 Feb	S3/474		0900	S3 Controllers Log 12/13 Feb	1-62FW 1-WhiteFC 1-SigO 1-S-2 1-File
13 Feb	S3/475		0900	S3 MLO Log 12/13 Feb	1-62FW 1-SigO 1-File
13 Feb	S3/476		0900	Sig O Filter O. Log 12/13 Feb	2-62FW 1-File
13 Feb	S3/477		0900	Sig O. F.O. Sta Maint Log 12 Feb	1-62FW
13 Feb	S3/478	1030		XXII TAC, 10 Feb, Ops Memo #3, def of Sorties + opnl hours	1-Cont 1-File
13 Feb	S3/479	1030		XXII TAC, 10 Feb, Redesignation + Recission of XXII TAC ops memos	File
13 Feb	S3/480	1030		62FW, 11 Feb, OpsO #1 - Move of US-2099	1-File 2-596SAW
13 Feb	S3/481	1030	1035	White FC, Cont Log 11/12 Feb	Cont
13 Feb	S3/482	1030	1035	15AF, 13 Feb Loadings Code	MLO
13 Feb	S3/483	1030	1035	5th army, 8 Feb - AA Deployment Statement	AALO
13 Feb	S3/484	1030		62FW, 11 Feb, Radar, Homer + Fixer Status Report	1-Cont 1-MLO 1-File
13 Feb	S3/485			S-3 Amend #1 to SOP, Smoke on Pisa + Pontedera A/D's	As per SOP
13 Feb	S3/486	1430		US-2114 4-10 Feb Weekly Oper Report	

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S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
14 Feb	S3/487		0900	S-3 Cont. Log 13/14 Feb	1-62 FW 1-White 1-Sig O 1-S-2 1-File
14 Feb	S3/488		0900	S-3 MLO Log "	1-62 FW 1-Sig O 1-File
14 Feb	S3/489		0900	Sig O F.O. Log "	2-62 FW 1-File
14 Feb	S3/490		0900	Sig O F.O. Sta Maint Log 13 Feb	1-62 FW
14 Feb	S3/491	0900	0910	XXII TAC, 11 Feb memo: Changes in telephone Circuits	Sig O
14 Feb	S3/492	0900	0910	White FC Cont Log 12/13 Feb	Cont
14 Feb	S3/493	0900	0915	XXII TAC, 10 Feb, Ops Memo #2 SOP weather Info	1-Cont 1-File
14 Feb	S3/494	0900	0910	5th Army, 11 Feb Hq Call Signs	AALO
14 Feb	S3/495		1030	S-3 Trans of WD AAF Form 5 - Maj Dyke	2-Chief fly. Safety 1-S-3 file
15 Feb	S3/496		0900	S-3 Cont Log 14/15 Feb	1-62 FW 1-Sig O 1-White FC 1-S-2 1-File
15 Feb	S3/497		0900	S-3 MLO Log 14/15 Feb	1-62 FW 1-Sig O 1-File
15 Feb	S3/498		0900	Sig O - Filter O Log 14/15 Feb	2-62 FW 1-File
15 Feb	S3/499		0900	Sig O - F.O. Sta Maint Log 14 Feb	1-62 F.W.
15 Feb	S3/500	0900	0905	MAAF, 7 Feb, Amend #99 to Sig Routing Dir	Sig O.
15 Feb	S3/501	0900	0905	MAAF, 13 Feb, MX46094 Radio Range at Solenzara	MLO
15 Feb	S3/502	0900	0905	XII AFSC, 10 Feb, Station List	MLO
15 Feb	S3/503	0900		XXII TAC, 12 Feb, amend #4 to Ops.O.	
15 Feb	S3/504	0900		XXII TAC, 12 Feb, Ops. O #6	
15 Feb	S3/505	0900		XXII TAC, 12 Feb, Ops O. #7	
15 Feb	S3/506	1300	1400	Sig O, 14 Feb, Amend. Letter #2	Cont
15 Feb	S3/507		1545	S-3 Ops. O #1 dated 24 Jan 45	See file cy
16 Feb	S3/508		0900	S-3 Cont Log 15/16 Feb	1-62 FW 1-White FC 1-Sig O 1-S-2 1-File
16 Feb	S3/509		0900	S-3 MLO Log 15/16 Feb	1-62 FW 1-Sig O 1-File
16 Feb	S3/510		0900	Sig O F.O. Log 15/16 Feb	2-62 FW 1-File
16 Feb	S3/511		0900	Sig O F.O. Sta Maint Log 15 Feb	1-62 FW
16 Feb	S3/512		0900	Sig O - Overlay 15/16 Feb	2-62 FW 1-File
16 Feb	S3/513	0945	0950	MAAF, 14 Feb MX-46217 Pomigliano HF/DF	MLO

0506

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
16 Feb	S3/514	0945	1000	White FC Cont Log 13/14 Feb	Cont
16 Feb	S3/515	0945		62 FW, 13 Feb, ops memo #6 - callsigns of 62 FW Pilots	1-Col Smith 1-MLO 9-File 1-Maj Dyke 1-Cont
16 Feb	S3/516		1030	S-3 Controllers Duty Schedule	1-Cont 1-B Bd 2 File
16 Feb	S3/517	1600	1605	White Cont Log 14/15 Feb	1-Cont
16 Feb	S3/518	1645	1700	XXII TAC, 9 Feb, Comm. Memo #9	Comm O
17 Feb	S3/519		0900	S-3 Cont Log 16/17 Feb	1-62 FW 1-White FC 1-Sig O 1-S-2 1-File
17 Feb	S3/520		0900	S-3 MLO Log 16/17 Feb	1-62 FW 1-Sig O 1-File
17 Feb	S3/521		0900	Sig O - F.O. Log 16/17 Feb	2-62 FW 1-File
17 Feb	S3/522		0900	Sig O - F.O. Sta Maint Log 16 Feb	1-62 FW
17 Feb	S3/523		0900	Sig O - Overlay for 16/17 Feb	2-62 FW 1-File
17 Feb	S3/524	1100	1105	3rd Photo Gp, Recco, 15 Feb MAPRW #1 MAP Dest. code to	MLO
17 Feb	S3/525	1100	1105	62 FW, 14 Feb, memo: A/F Info.	1-Cont 1-MLO 1-US-2114 1-US-2116 1-Recog [illegible] 1-US-7254 1-Comm O 1-File
17 Feb	S3/526	1100	18/0900	22 TAC, 15 Feb E-163-F Care in Choice of Landing Strips for Fight A/c	1-Cont 1-File
17 Feb	S3/527	1430	1500	White FC Cont. Log 15/16 Feb	Cont
18 Feb	S3/528		0900	S-3 Cont Log 17/18 Feb	1-62 FW 1-White FC 1-Sig O 1-S-2 1-File
18 Feb	S3/529		0900	S-3 MLO Log 17/18 Feb	1-62 FW 1-Sig O 1-File
18 Feb	S3/530		0900	Sig O Filter O Log 17/18 Feb	2-62 FW 1-File
18 Feb	S3/531		0900	Sig O F.O. Sta Maint Log 17 Feb	1-62 FW
18 Feb	S3/532		0900	Sig O Overlay on X813	1-62 FW
18 Feb	S3/533	0900		XII AF, 10 Feb Admin Records + Procedure	
18 Feb	S3/534		1100	S-3 Trans. of Weekly Overlay	2-62 FW 1-File
19 Feb	S3/535		0900	S-3 Cont. Log for 18/19 Feb	1-62 FW 1-White FC 1-Sig O 1-S-2 1-File
19 Feb	S3/536		0900	S-3 M.L.O. Log " " "	1-62 FW 1-Sig O 1-File
19 Feb	S3/537		0900	Sig O. Filter O. Log " "	2-62 FW 1-File
19 Feb	S3/538		0900	" " " Sta Maint Log 18 Feb	1-62 FW
19 Feb	S3/539	1000	1030	White FC, Cont. Log 16/17 Feb	Cont
19 Feb	S3/540	1400		US-2116, 17 Feb Weekly Oper Report	

0507

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
19 Feb	S3/541	1615	1620	White FC Cont Log 17/18 Feb	Cont
20 Feb	S3/542		0900	S-3 Cont Log 19/20 Feb	1-62FW 1-White CC 1-Sig O 1-S.2 1-File
20 Feb	S3/543			S-3 MLO Log 19/20 Feb	1-62FW 1-Sig O 1-File
20 Feb	S3/544			Sig O Filter Log " "	2-62FW 1-File
20 Feb	S3/545			Sig O F.O. Sta Maint Log 19 Feb	1-62FW
20 Feb	S3/546			" " Overlay 19/20 Feb	2-62FW 1-File 1-Sig 1-S2.2
20 Feb	S3/547			Controllers Statement on H. activity	
20 Feb	S3/548			MLO " " "	
20 Feb	S3/549			F.O. " " "	
20 Feb	S3/550			AALO " " "	
20 Feb	S3/551			S-3 Hostile Activity Reports	See File Cy.
20 Feb	S3/552	1300	1330	MAAF, 3 Feb, amend 44 to Sig Pub #3	1-MLO 1-Sig O 1-Base Ops Pisa
20 Feb	S3/553	1300	1330	MAAF, 10 Feb, " 45 " " " "	Same.
20 Feb	S3/554	1900	1630	AAF/MTO, 10 Feb Relief from accountability of British Reg. Pub.	1-Intel. O 1-Crypt. 1-File
20 Feb	S3/555	1300		AAF/MTO, 12 Aug 44 MEMO 85-2 Clearing of airfields	File
20 Feb	S3/556	1300		AAF/MTO, 2 Dec 44 memo 50-3 Training Rating & Re-Rating New Pilots	File
20 Feb	S3/557	1300		AAF/MTO, 7 Jul 44 memo 55-2 Personal Equip Officers	File
20 Feb	S3/558	1300		AAF/MTO, 3 Jul 44 memo 55-1A A/C accidents	File
20 Feb	S3/559	1300		AAF/MTO, 18 Jul 44 memo 55-3 Air/Sea Rescue Officers	File
20 Feb	S3/560	1300	1330	MAAF, AF-490, 19 Feb San Severo Closed	MLO
20 Feb	S3/561	1300	1330	MAAF, MX46573, 18 Feb Peretola Radio Range	MLO
20 Feb	S3/562	1300	1330	MAAF, AF-486, 17 Feb no more night facilities at Rimini	Cont & MLO
20 Feb	S3/563	1300	1630	62FW, 17 Feb memo - Performance of the P-61	1-Cont 1-File
20 Feb	S3/564	1300	1630	XXII TAC, 16 Feb Ops. O #8	1-Cont 1-MLO
20 Feb	S3/565	1300	1630	5th Army, 16 Feb Hq. memo #2 - Restriction of air OP's	Cont
20 Feb	S3/566	1300	1330	57 Bomb Wg, 14 Feb - Target Code #43	MLO
20 Feb	S3/567	1530	1535	White FC Cont Log 18/19 Feb	Cont

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
20 Feb	S3/568		21/0930	S-3 Use of IFF Codes	2-62 FW 1-MLO 1-File
20 Feb	S3/569		1620	S-3 Calling Sector on Return from Missions	1-MLO 1-File 2-62 FW
21 Feb	S3/570		0900	S-3 Cont. Log 20/21 Feb	1-62 FW 1-White FC 1-Sig O 1-S-2 1-File
21 Feb	S3/571		0900	S-3 MLO Log "	1-62 FW 1-Sig O 1-File
21 Feb	S3/572		0900	Sig O F.O. Log "	2-62 FW 1-File
21 Feb	S3/573		0900	Sig O F.O. Sta Maint Log 20 Feb	1-62 FW
21 Feb	S3/574		0900	Sig O Overlay for 20/21 Feb	2-62 FW 1-File
21 Feb	S3/575	1400		XXII TAC, SOP-Comm. Amendments 15 Feb	1-File 1-Maj Peck 1-Capt Burton
21 Feb	S3/576	1400		414 NFS, 19 Feb Trans. flying Certificate Col. Smith	Col. Smith Form 5 File
21 Feb	S3/577	1400	1630	62 FW, 18 Feb, Radar, Homer + Fixer Status	1-File 1-Cont 1-MLO 1-F.O.
21 Feb	S3/578	1600		62 FW, MGAST-F-195 21 Feb GCA at Pisa will be suspended till further notice	
21 Feb	S3/579	1600	1605	White FC Cont Log 19/20 Feb	Cont
22 Feb	S3/580		0900	S-3 Controllers' Log 21/22 Feb	1-62 FW 1-White FC 1-Sig O 1-S-2 1-File
22 Feb	S3/581		0900	S-3 MLO Log 21/22 Feb	1-62 FW 1-Sig O 1-File
22 Feb	S3/582		0900	Sig O Filter O Log 21/22 Feb	2-62 FW 1-File
22 Feb	S3/583		0900	Sig O F.O. Sta Maint Log 21 Feb	1-62 F.W.
22 Feb	S3/584		0900	Sig O Overlay 21/22 Feb	2-62 FW 1-File
22 Feb	S3/585A S3/585	1130	1400	62 FW, 20 Feb, Ops. O. #28 29	1-File 1-Col Welty
22 Feb	S3/586	1130	1400	62 FW, 20 Feb, Ops Memo 7	1-File 1-MLO 1-2116 1-2114 1-Cont
22 Feb	S3/587	1130	1400	62 FW, 20 Feb, Ops Memo # 8	1-File 1-MLO 1-Cont
22 Feb	S3/588	1130	1400	XXII TAC, 19 Feb, E-211-F Comm. Facilities of Units Leaving Theater	MLO
22 Feb	S3/589	1130	1135	White FC, Cont Log 20/21 Feb	Cont
22 Feb	S3/590	1600	"	62 FW, 22 Feb, MGACT-F-204 use of B channel & Secret	
23 Feb	S3/591		0900	S-3 Cont. Log 22/23 Feb	1-62 FW 1-White FC 1-Sig O 1-S-2 1-File
23 Feb	S3/592		0900	S-3 MLO Log 22/23 Feb	1-62 FW 1-Sig O 1-File
23 Feb	S3/593		0900	Sig O. F.O. Log 22/23 Feb	2-62 FW 1-File
23 Feb	S3/594		0900	Sig O. F.O. Sta Maint Log 22 Feb	1-62 FW

S-3 IN - OUT REGISTER

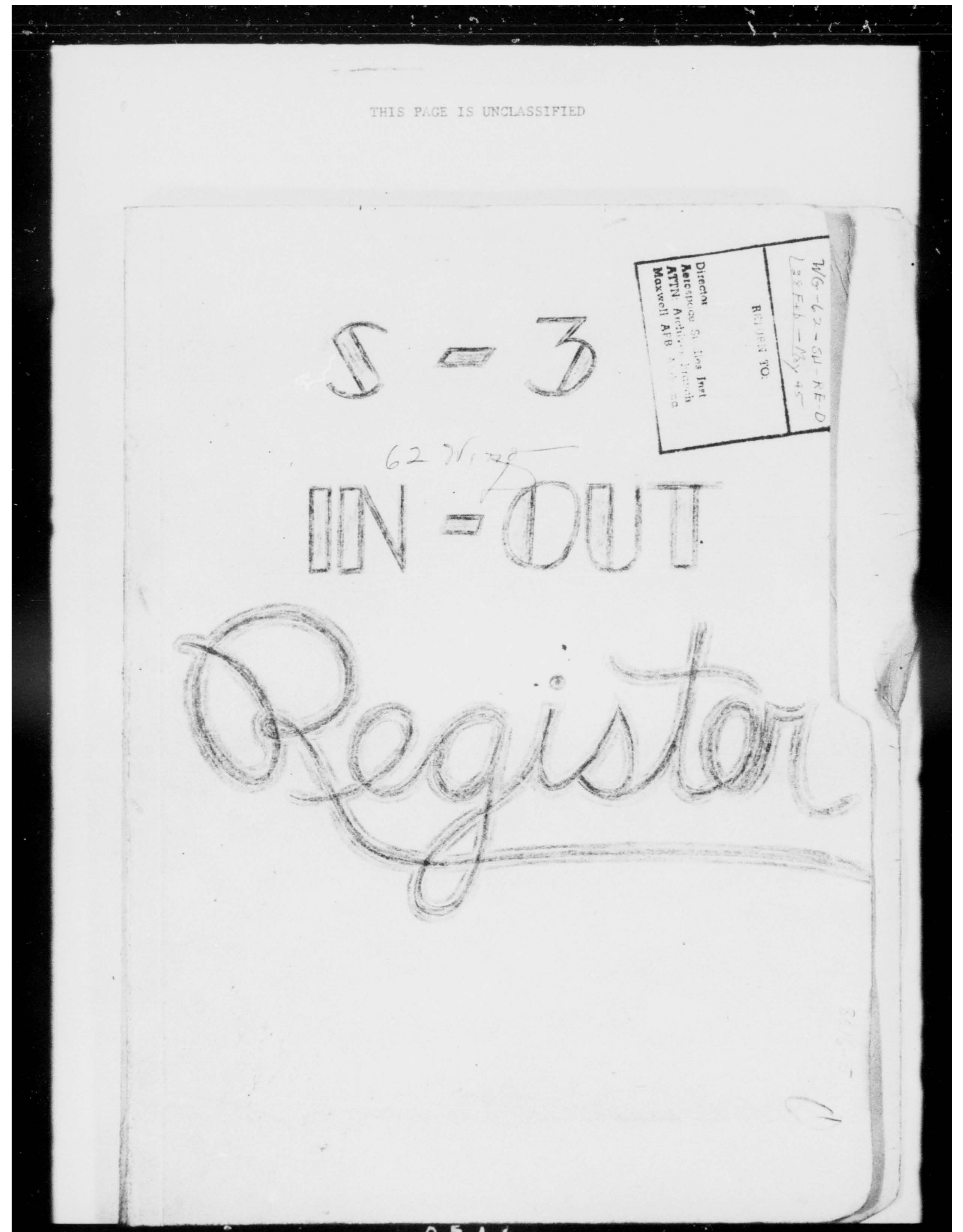
DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION	INITIALS
23 Feb	S3/595		0900	Sig O. Overlay 22/23 Feb	2-62FW 1-File	
23 Feb	S3/596	1300	1320	MACAF, 9 Feb, CAF/S.V002/2/ signal Interference on Inter Filter	Comm. O.	
23 Feb	S3/597	1300		MACAF, 15 Feb, a/c Safety oper. Inst #1 amend List #8	File	
23 Feb	S3/598	1615	1620	White FC Cont Log 21/22 Feb	Cont	
23 Feb	S3/599		1645	S-3 Reference Check Points	1-414 NFS 1-File	
24 Feb	S3/600		0900	S-3 Cont. Log 23/24 Feb	1-62FW 1-White FC 1-Sig O 1-S-2 1-File	
24 Feb	S3/601		0900	S-3 MLO Log 23/24 Feb	1-62FW 1-Sig O 1-File	
24 Feb	S3/602		0900	Sig O F.O. Log 23/24 Feb	2-62FW 1-File	
24 Feb	S3/603		0900	Sig O F.O. Sta Maint Log 23 Feb	1-62FW	
24 Feb	S3/604	1040	1045	Env. 10F23 to SAALO	AALO	
24 Feb	S3/605	1040		62FW, 23 Feb MGACT-F-223 Recalls all cys of ops O. 2+2A	File	
24 Feb	S3/606	1040	1130	XII AF, 20 Feb, Station List	MLO	
24 Feb	S3/607	1040	1130	AAFEC/MTO, 15 Feb airfield Status Report	MLO	
24 Feb	SECRET S3/608	1545	1550	White FC Cont. Log 22/23 Feb	Controller	S.A.E.
24 Feb	SECRET S3/609	1545	27/0850	White FC, 23 Feb SOP Item 9-2 Y Service	Controller	
25 Feb	SECRET S3/610		0900	S-3 Cont Log 24/25 Feb	1-62FW 1-White 1-Sig O 1-S-2 1-File	
25 Feb	(S) S3/611		0900	S-3 MLO Log 24/25 Feb	1-62FW 1-Sig O 1-File	
25 Feb	(S) S3/612		0900	Sig O F.O Log 24/25 Feb	2-62FW 1-File	
25 Feb	(S) S3/613		0900	Sig O F.O. Sta Maint Log 24 Feb	1-62FW	
25 Feb	(S) S3/614		0900	Sig O - Overlay 24/25 Feb	2-62FW 1-File	
25 Feb	(S) S3/615		0900	S-3 Controllers Statement "H." act.	2-62FW 1-Sig O 1-S-2 1-File	
25 Feb	(S) S3/616		0900	S-3 MLO Statement on Hostile Act.	2-62FW 1-Sig O 1-S-2 1-File	
25 Feb	(S) S3/617			S-3 F.O. " " " "	2-62FW 1-Sig O 1-S-2 1-File	
25 Feb	(S) S3/618			S-3 Trans. of Weekly Overlay	2-62FW 1-File	
25 Feb	(C) S3/619	1030		62FW, 25 Feb, MGAAO F-243 Reply re Smoke at A/F's		
25 Feb	(S) S3/620	1130	1140	3rd Photo Gp, Reco, 22 Feb Destination Code #1 to MAPRW MAP	MLO [illegible]	
25 Feb	T.S. S3/621	1130		62FW Top Secret Envelope Ref #6		JK

0510

S-3 IN - OUT REGISTER

DATE	CLASSIF + REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION	INITIALS + Initials
25 Feb	(S) S3/622	1130	1135	White FC Cont Log 23/24 Feb	Cont	[illegible]
25 Feb	(S) S3/623	1130	1430	62FW, 22 Feb Daily + monthly Maint Periods (14 cys)	Comm O	[illegible]
25 Feb	(S) S3/624	1130	1430	MAAF, 15 Feb, Amend 101 to Sig Routing Dir S/MAAF/TC (1)	Comm O.	[illegible]
25 Feb	(S) S3/625	1130	1430	" 21 Feb, " 103 " " "	Comm O	[illegible]
26 Feb	(S) S3/626		0850	S-3 Cont. Log 25/26 Feb	1-62FW 1-White 1-Sig O 1-S-2 1-File	
26 Feb	(S) S3/627		0850	S-3 MLO Log 25/26 Feb	1-62FW 1-Sig O 1-File	
26 Feb	(S) S3/628		0850	Sig O. Filter O Log 25/26 Feb	2-62FW 1-File	
26 Feb	(S) S3/629		0850	Sig O Filter O. Station Maint Log 25 Feb	1-62FW	
26 Feb	S3/630	0900	27/0900	MAAF, 16 Feb, Ops Inst 107 (amend to #99)	Capt Kerr	
26 Feb	(C) S3/631	0900	0905	Co B, 594 SAW, 22 Feb Codes + Sig Inst Ground Observer	Comm. O.	[illegible]
26 Feb	(S) S3/632	0900	0905	MAAF 18 Feb. Amend 102 to Sig Routing Dir S/MAAF/TC (1) x	Comm O.	[illegible]
26 Feb	S3/633		1000	S-3 Duty Controllers Schedule	1-Cont. [illegible]	
26 Feb	(S) S3/634	1115	1130	White FC Cont. Log 24/25 Feb	Controller	DER
26 Feb	(S) S3/635	1400		62FW, 22 Feb, Daily + Monthly Maint Periods (4 cys)		
26 Feb	(S) S3/636	1400		US-2116, 24 Feb, Weekly Oper Report		
26 Feb	(C) S3/637	1500		Sig O, 25 Feb - Blue FC amend letter #3 (to 501, 62FW)	1-Cont 1-File S-3	
26 Feb	(S) S3/638	1600	1620	5th Army, 22 Feb - Deployment Statement A.A.	AALO	
26 Feb	(S) S3/639	1600	27/0850	XXII TAC, D-120-F Pilots to be briefed re: PW camps	Controller	[illegible]
26 Feb	(S) S3/640	1600		U.S.-2114, 24 Feb Weekly Oper Report		
27 Feb	(S) S3/641		0840	S-3 Controllers Log 26/27 Feb	1-62FW 1-White 1-Sig O 1-S-2 1-File	
27 Feb	(S) S3/642		0840	S-3 MLO Log 26/27 Feb	1-62FW 1-Sig O 1-File	
27 Feb	(S) S3/643		0840	Sig O Filter O Log 26/27 Feb	2-62FW 1-File	
27 Feb	(S) S3/644		0840	Sig O F.O. Sta. Maint Log 26/[illegible] Feb	1-62FW	
27 Feb	(S) S3/645	1600	1605	White FC Cont. Log 25/26 Feb	Cont	[illegible]
27 Feb	S3/646	1600	1605	MAAF, 24 Feb, amend 104 to Sig Routing Dir S/MAAF/TC (1)	Comm. O.	[illegible]
28 Feb	(S) S3/647		0900	S-3 Controllers Log 27/28 Feb	1-62FW 1-White 1-Sig O 1-S-2 1-File	
28 Feb	(S) S3/648		0900	S-3 MLO Log 27/28 Feb	1-62FW 1-Sig O 1-File	

0511



WG-62-SU-RE-D
28 Feb - May 45

S-3

62 Wing

IN-OUT

Register

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S-3
IN-OUT Register

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S-3 IN - OUT REGISTER

ATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION	Initials
28 Feb	(S) S3/649		0900	Sig O - Filter O Log 26/27 Feb	2-62 FW 1-File	
28 Feb	(S) S3/650		0900	Sig O - F.O. Sta Maint Log, 26 Feb	1-62 FW	
28 Feb	(S) S3/651		0900	Sig O - Overlay 27/28 Feb	2-62 FW 1-File	
28 Feb	(S) S3/652	0830		62 FW, 26 Feb, Traing Memo #10 (5 cys)	1-Cont 2-File 1-2114 1-2116	
28 Feb	S3/653		1330	S-3 Memo: Playing of Radios in Ops Area	1-Comm 1-Crypt 1-S-2 1-MLO 1-S-3 1-Radar 1-Wire	
28 Feb	(S) S3/654	1330		White FC, 25 Feb, SOP Item 12-1 Analysis of Hostile Action	File	
28 Feb	(S) S3/655	1330	1340	White FC Cont. Log 26/27 Feb	Cont	[illegible]
28 Feb	(C) S3/656		1500	S-3 Assumption of Command	See file Cy	
28 Feb	(S) S3/657		1500	338 Wg/C218/Ops R/T Codes - Patrol Points	White FC	
28 Feb	(S) S3/658	1300	1600	62 FW, 26 Feb Ltr Orders - Maj Dykeas C.O.	1-Col. Welty 1-File	
28 Feb	(S) S3/659	1630	1/0930	62 FW, 25 Feb, Radar, Homer & Fixer States 4 cys	1-File 1-MLO 1-Cont	[illegible]
1 Mar	(S) S3/660		0900	S-3 Cont. Log 28/1	1-62 FW 1-S-2 1-White 1-File 1-Sig O	
1 Mar	(S) S3/661		0900	S-3 MLO Log 28/1	1-62 FW 1-Sig 1-File	
1 Mar	(S) S3/662		0900	Sig O F.O. Log 28/1	2-62 FW 1-File	
1 Mar	(S) S3/663		0900	Sig O F.O. Sta Maint Log 28 Feb	1-62 FW	
1 Mar	(S) S3/664		0900	Sig O Overlay 28/1	2-62 FW 1-File	
1 Mar	(S) S3/665		0900	S-3 Controllers Report on Hostile Activity	2-62 FW 1-File 1-Sig O 1-S-2	
1 Mar	(S) S3/666		0900	S-3 MLO " " "	" "	
1 Mar	(S) S3/667		0900	Sig O Filter O. " " "	" "	
1 Mar	(S) S3/668		0900	S-3 AALO " " " "	" "	
1 Mar	(S) S3/669	1000	1030	338 Wg, 26 Feb - Radar Maint Periods	Filter O	P.E.S.
1 Mar	(S) S3/670	1000	1030	MAAF - 27 Feb - Comd. Bdcast re HF + VHF	Cont + MLO	SER
1 Mar	(S) S3/671	1000	1030	White FC Cont Log 27/28 Feb	Cont	SER
1 Mar	(C) S3/672	1400	2/1100	RADAR Book #7, 1 Jan	Controller	[illegible]
1 Mar	(S) S3/673	1400	2/1100	XXII TAC, 28 Feb, Ops Memo #4 (2 cys) Channels for Use By Fwd Ftr Cont	1-CO 1-Controller	[illegible]
1 Mar	(C) S3/674	1400		Sig O, 1 Mar - Blue FC Amend. Letter #4	File	
2 Mar	(S) S3/675		0845	S-3 Cont. Log 1/2 Mar	1-62 FW 1-S-2 1-White FC 1-File 1-Sig O	

0516

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION	INITIALS
2 Mar	(S) S3/676		0845	S-3 MLO Log 1/2 Mar	1-62FW 1-Sig O 1-File	
2 Mar	(S) S3/677		0845	Sig O F.O. Log 1/2 Mar	2-62FW 1-File	
2 Mar	(S) S3/678		0845	Sig O F.O. Sta Maint Log 1 Mar	1-62FW	
2 Mar	(S) S3/679	1120	1330	62FW, MGACT-R-22 Request 15th AF monitor Channel C S. of 47° line	Controller	R.F.M.
2 Mar	(S) S3/680	1120	1130	3rd Photo Gp, Recco, 1 Mar Destination Code to MAPRW #1 MAP	MLO	[illegible]
2 Mar	(S) S3/681	1120	1130	White FC Cont Log 28 Feb/1 Mar	Controller	
3 Mar	(S) S3/682		0830	Cont Log for Mar 2,3	1-62FW 1-White 1-Sig O 1-File	
3 Mar	(S) S3/683		0830	MLO. Log 2/3 Mar	1-62FW 1-Sig O 1-File	
3 MAR	(S) S3/684	0830	0830	Filter O Log 2/3 Mar '45	2-62FW 1-File	
3 MAR	(S) S3/685	0830	0830	Filter O. Sta Maint Log	1-62FW	
3 MAR	(S) S3/686	0830	0845	White FC Cont. Log 1/2 Mar	Controller	R.F.M.
3 Mar	(S) S3/687	0830	0845	57 Bomb Wing, 24 Feb, Target Code 44	MLO	[illegible]
3 Mar	(S) S3/688	0830	1000	62FW, 1 Mar - Mission Code (tel.-FM)	MLO	[illegible]
3 MAR	(S) S3/689		(S) 1100	CORRECTIONS FOR RADAR, HOMER AND FIXER STATIONS STATUS REPORT	2-62FW 1-Capt Bostco 1-File	
3 Mar	(S) S3/690		1330	S-3 Overlay for 2/3 Mar	2-62FW 1-File	[illegible]
3 Mar	(S) S3/691	1700	4/0930	AAF Manual 52-Ftr Bombing at Low Alt. (3 cys)	1-S-2 1-Cont	[illegible]
3 Mar	(S) S3/692	1700	4/0930	XXII TAC, 1 Mar - Anti-Personnel Sabotage Devices (4 cys)	2-78FSS 2-594SAW	[illegible]
3 Mar	(S) S3/693	1700		338 Wg, 26 Feb - Sig Inst. 9 - VHF Orgn		
3 Mar	(S) S3/694	1700		338 Wg, 14 Feb - Sig Inst 9A - GCI guard VHF R/T		
3 Mar	(S) S3/695	1700	4/0930	US-3001 - Report on Personnel & Equipment as of 1 Jan 45 (9 cys)	5-Comm O 1-MLO 1-Cont 1-CO	[illegible]
4 Mar	(S) S3/696		0900	S-3 Cont. Log 3/4 Mar	1-62FW 1-S-2 1-White 1-File 1-Sig O	
4 Mar	(S) S3/697		0900	S-3 MLO Log "	1-62FW 1-Sig O 1-File	
4 Mar	(S) S3/698		0900	Sig O F.O. Log "	2-62FW 1-File	
4 Mar	(S) S3/699		0900	Sig O F.O. Sta. Maint Log 3/4 Mar	1-62FW	
4 Mar	(S) S3/700		0900	Sig O Overlay 3/4 Mar	2-62FW 1-File	
4 Mar	(S) S3/701		0900	S-3 Controllers Report on E. Activity	2-62FW 1-File 1-Sig O 1-S-2	
4 Mar	(S) S3/702		0900	S-3 MLO " "	2-62FW 1-S2 1-Sig O 1-File	

0517

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION	INITIALS
4 Mar	(S) S3/703		0900	S-3 Filter O. Report on H. Activity	2-62FW 1-File 1-Sig O 1-S-2	
4 Mar	(S) S3/704		0900	S-3 AAFO " " "	2-62FW 1-S-2 1-Sig O 1-File	
4 Mar	(S) S3/705	0930	1000	White FC Cont Log 2/3 Mar	Cont	
4 Mar	(C) S3/706	0930		White FC, 2 Mar - SOP Item 12-2 analysis Hostile Act.	File	
4 Mar	(C) S3/707	0930	5/0900	62FW - VPD-8 (Insert for Sta. Order Book)	2-File Comm. O.-1	[illegible]
4 Mar	(S) S3/708		1000	Weekly overlay - 25 Feb/3 Mar	1-62 FW	
5 Mar	(S) S3/709		0900	Controllers Log 4/5 Mar '45	1-62FW 1-S-2 1-White 1-Sig - 1 File	
5 Mar	(S) S3/710		0900	MLO Log 4/5 Mar 45	1-62 1-Sig 1-File	
5 Mar	(S) S3/711	0900	0900	F.O. Log 4/5 Mar '45	2-62FW 1-File	
5 Mar	(S) S3/712	0900	0900	F.O. Station Maint Log	1-62FW	
5 Mar	(S) S3/713	0900	0900	Hostile activity Overlay	2-62FW 1-File	
5 Mar	(S) S3/714	0900	1000	AAF/MTO, 1 Mar Station List	1-MLO	[illegible]
5 Mar	(C) S3/715	0900	1100	Amend 47 to MAAF Sig Pub. #3, 24 Feb	1-MLO 1-[illegible] 1-Comm. O	[illegible]
5 Mar	(C) S3/716	0900	1100	Amend. 46 to MAAF Sig Pub #3, 17 Feb	1-MLO 1-[illegible] 1-Comm. O	[illegible]
5 Mar	(S) S3/717		1100	S-3 Amend #2 to SOP, Air Raid Warning	See file Cy.	
6 Mar	S3/718		1030	S-3 Report on VHF Channel D activity	2-62FW 1-File	
6 Mar	(S) S3/719		0845	Cont Log 5/6 Mar	1-62 1-S-2 1-White 1-Sig 1-file	
6 Mar	(S) S3/720		0845	MLO Log 5/6 Mar	1-62 1-Sig 1-File	
6 Mar	(S) S3/721		0845	Sig O - Filter O. Log 5/6 Mar	2-62FW 1-File	
6 Mar	(S) S3/722		0845	Sig O F.O. Sta Maint Log 5 Mar	1-62FW	
6 Mar	(S) S3/723		0845	Sig O Overlay 5/6 Mar	2-62FW 1-File	
6 Mar	(S) S3/724	0845		US-2114, 3 Mar. Weekly Operational Report	File	
6 Mar	(S) S3/725	0845		US-2116, 3 Mar " " "	File	
6 Mar	(S) S3/726	0845	0900	White FC Cont. Log 3/4 Mar	Controller	[illegible]
6 Mar	(S) S3/727	0845	0900	" " " " 4/5 Mar	Controller	[illegible]
6 Mar	(S) S3/728	0845		White FC, 5 Mar, SOP Item 13-1	File	
6 Mar	(S) S3/729	0845		White FC, 5 Mar, SOP Item 11-7	File	

0518

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION	
6 Mar	(S) S3/730	0845	0900	MAAF, 1 Mar, Amend 105 to S/MAAF/TC(1) Sig Routing Directory	Comm. O.	
6 Mar	(S) S3/731	0845	0900	336 Wing 15.60/Air, 28 Feb Forward Fh Controls	MLO	Omy
6 Mar	S3/732		1100	S-3 Results of Movements Liaison Trip	2-62FW 1-File	
6 Mar	(C) S3/733	1330		62FW, 6 Mar MGACT-R-58 Pontedera Homer Temp. Closed	MLO	R.F.M.
7 Mar	(S) S3/734		0855	S-3 Cont Log 6/7 Mar	1-62FW 1-S-2 1-White 1-File 1-Sig O	
7 Mar	(S) S3/735		0855	S-3 MLO Log 6/7 Mar	1-62FW 1-Sig 1-File	
7 Mar	(S) S3/736		0855	Sig O. Filter O. Log 6/7 Mar	2-62FW 1-File	
7 Mar	(S) S3/737		0855	Sig O. Filter O Sta Maint Log 6 Mar	1-62FW	
7 Mar	(S) S3/738		0855	Sig O Overlay 6/7 Mar	2-62FW 1-File	
7 Mar	S3/739	0900	0910	62FW, 6 Mar, MGACT-R-65 Letter Subj Mission Code 1 Mar Rescinded	MLO	MJM
7 Mar	(S) S3/740	0900	0910	5 Photo Gp (R), 27 Feb Radio Call Procedure to Sector Controller	MLO	MJM
7 Mar	(S) S3/741	0900	0910	White FC Cont. Log 5/6 Mar	Cont.	R.F.M.
7 Mar	(R) S3/742	0900	1015	62FW, 5 Mar, Comm. Memo #5 Crypto Responsibilities	1-File 1-Circ 1-Crypto O 1-78 FCs	
7 Mar	(S) S3/743	1030	8/0945	62FW, 4 Mar Radar Homer & Fike Status Report	1-File 1-Int. 1-Capt Gurton 1-Cont	
7 Mar	S3/744		1100	S-3 memo: Report on Hostile Activity	1-Cont 1-File	
7 Mar	(S) S3/745	1530	1600	62FW, 7 Mar MGSIG-69-R 15AF movement signals	MLO	
8 Mar	(S) S3/746		0900	S-3 Controllers Log 7/8 Mar	1-62FW 1-S-2 1-White 1-File 1-Sig O	
8 Mar	(S) S3/747		0900	S-3 MLO Log 7/8 Mar	1-62FW 1-Sig O 1-File	
8 Mar	(S) S3/748		0900	Sig O Filter O Log 7/8 Mar	2-62FW 1-File	
8 Mar	(S) S3/749		0900	Sig O F.O. Sta Maint Log 7 Mar	1-62FW	
8 Mar	(S) S3/750		0900	Sig O Overlay 7/8 Mar	2-62FW 1-File	
8 Mar	(C) S3/405		1000	S-3, 6 Feb - SOP - Use of Smoke Pisa & Port	62FW	
8 Mar	(C) S3/485		1000	S-3, 13 Feb Amend to SOP, Smoke	62FW	
8 Mar	(S) S3/486	1000	1015	White FC Cont Log 6/7 Mar	Cont	FGE
8 Mar	(S) S3/487	1000	1300	66 AA Bde, 5 Mar - Amend #8 to Standing Orders	AALO	
8 Mar	R S3/488	1100		62FW, 8 Mar, MGACT-R-87 Amphib. Training on Lake Trasemeno		
9 Mar	S3/489		0830	Cont Log 8/9 Mar	1-62FW 1-S-2 1-White 1-File 1-Sig	

S-3 IN - OUT REGISTER

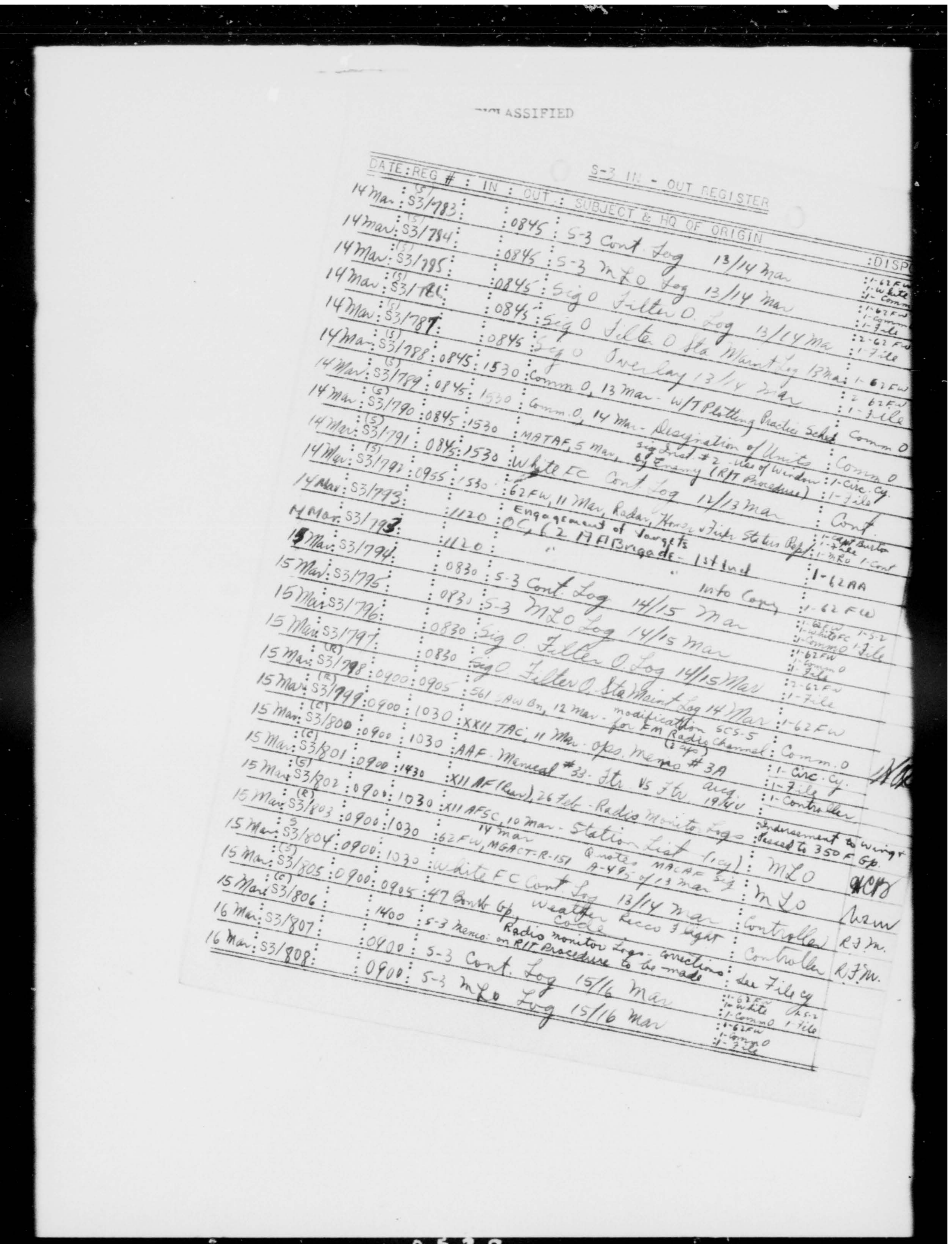
DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
9 Mar	S3/490		0830	MLO Log 8/9 Mar	1-62FW, 1-Sig O, 1-File
9 Mar	S3/491		0830	Filter O Log 8/9 Mar	2-62FW, 1-File
9 Mar	S3/492		0830	F.O. Sta Maint Log 8 Mar	1-62FW
9 Mar	S3/493		0830	Overlay 8/9 Mar	2-62FW, 1-File
9 Mar	(C) S3/494	0830	0845	XXII TAC Teletype Circ Diagram, 1 Mar	1- Comm. O.
9 Mar	(C) S3/495	0830	0845	XXII TAC Telephone " " 1 Mar	1- Comm O.
9 Mar	S3/496	0830	1000	US-1026P, 7 Mar - Request cy SOP - Air Raid Warning (10 cys)	cy sent. 7-594 SAWBN
9 Mar	(R) S3/497	0830	1300	62FW, 7 Mar, Service Record (Lecture)	3-78FCS
9 Mar	(S) S3/498	0830	0845	XV AF, 1 Mar - Station List	MLO
9 Mar	(S) S3/499	0830	0900	MAAF, 5 Mar, Amend 106 to S/MAAF/TC (1) Sig. Routing Direct.	Comm. O
9 Mar	(S) S3/500	1100	1105	White FC Cont. Log 7/8 Mar	Cont
10 Mar	S3/501		0900	S-3 Mobile Training Unit	2-62FW, 1-File
10 Mar	S3/502		0900	S-3 Cont. Log 9/10 Mar	1-62FW, 1-White, 1-Sig O, 1-S-2, 1-File
10 Mar	S3/503		0900	S-3 MLO Log 9/10 Mar	1-62FW, 1-Sig O, 1-File
10 Mar	S3/504		0900	Sig O Filter O. Log 9/10 Mar	2-62FW, 1-File
10 Mar	S3/505		0900	Sig O. F.O. Sta. Maint. Log 9 Mar	1-62FW
10 Mar	S3/506		0900	Sig O Overlay for 9/10 Mar	2-62FW, 1-File
10 Mar	(S) S3/507	0900	0910	62FW - EASY GEORGE GRID	Controller
10 Mar	(S) S3/508	0900	0910	White FC Cont. Log 8/9 Mar	Controller
10 Mar	(C) S3/509	0900		62FW, 9 March - S.O.P. Wing	Maj Peck
10 Mar	S3/510	0900	1000	XXII TAC, 6 Mar - Authorized Processing of Troops Films	1-78FCS, 1-594SAWBN
10 Mar	S3/511	0900		338 Wing/S603/Sigs, 7 Mar Amend. #1 to Sig Inst. #9	File
10 Mar	(S) S3/751	1630	11/1130	62FW, 9 Mar Ops Memo #9 (5 cys)	1- Cont, 1-2116 - 1-2114, 2-File
10 Mar	(C) S3/752	1630	1640	Blue FC w/Ind 62FW, 15 Feb FM Data	Comm. O.
10 Mar	(C) S3/753	1630	1640	XII AF, 23 Feb Digest of Field Reports on Sig Corps Ground Radar	Comm. O.
11 Mar	S3/754		0830	S-3 Cont. Log 10/11 Mar	1-62FW, 1-White, 1-Sig O, 1-S-2, 1-File
11 Mar	S3/755		0830	S-3 MLO Log 10/11 Mar	1-62FW, 1-Sig O, 1-File

0520

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION	
11 Mar	(S) S3/756		0830	Sig O Filter O. Log 10/11 Mar	2-62FW 1-File	
11 Mar	(S) S3/757		0830	Sig O F.O. Sta Maint Log 10 Mar	1-62FW	
11 Mar	(S) S3/758		0830	Sig O Overlay 10/11 Mar	2-62FW 1-File	
11 Mar	(S) S3/759		0900	S-3 Trans. of Weekly Overlay H'act.	2-62FW 1-File	
11 Mar	(S) S3/760	0900	0910	MAAF- amend 107 to S/MAAF/TC(1) Sig Reporting Dir.	Comm. O.	EmL
11 Mar	(S) S3/761	0900	0930	White FC Cont. Log 9/10 Mar	Controller	RFM
11 Mar	(S) S3/762	0900	0910	3rd Photo Gp. Recco, 8 Mar Destination Code to MAPRW #1 MAP	MLO	[illegible]
11 Mar	S3/763		1000	S-3 Controllers Duty Schedule	1-Cont 1-OBB 2-S-3	
12 Mar	(S) S3/764		0850	S-3 Controllers Log 11/12 Mar	1-62FW 1-White 1-Comm O 1-S-2 1-File	
12 Mar	(S) S3/765		0850	S-3 MLO Log 11/12 Mar	1-62FW 1-Comm O 1-File	
12 Mar	(S) S3/766		0850	Sig O- Filter O. Log 11/12 Mar	2-62FW 1-File	
12 Mar	(S) S3/767		0850	Sig O- Filter O Sta Maint Log 11/12 Mar	1-62FW	
12 Mar	(S) S3/768		0850	Sig O - Overlay 11/12 Mar	2-62FW 1-File	
12 Mar	S3/769	0850	0900	437 Sig Hvy Const Bn - 11 Mar - Work Order #16	Comm. O.	[illegible]
12 Mar	(S) S3/770	0850	0910	White FC Cont Log 10/11 Mar	Cont.	HER
12 Mar	(S) S3/771	1530		US-2114, 10 Mar, Weekly Oper. Report	File	
13 Mar	(S) S3/772		0855	S-3 Cont. Log 12/13 Mar	1-62FW 1-White FC 1-Comm. O. 1-S-2 + File	
13 Mar	(S) S3/773		0855	S-3 MLO Log 12/13 Mar	1-62FW 1-Comm O 1-File	
13 Mar	(S) S3/774		0855	Sig O Filter O. Log 12/13 Mar	2-62FW 1-File	
13 Mar	(S) S3/775		0855	Sig O Filter O. Sta Maint Log 12 Mar	1-62FW	
13 Mar	(S) S3/776		0855	Sig O- Overlay for 12/13 Mar	2-62FW 1-File	
13 Mar	S3/777	0900	1130	8th Wing SAAF, 10 Mar assignment of Area of Responsibility	MLO	J[illegible]
13 Mar	(S) S3/778	0900	19/0930	XXII TAC, 9 Mar statistical Summary 1-28 Feb	Cont	RFM.
13 Mar	(S) S3/779	0900		US-2116, 10 Mar - Weekly Oper. Report	File	
13 Mar	(S) S3/780	1330	1335	White FC Cont. Log 11/12 Mar	Controller	AK
13 Mar	S3/781	1330	1335	White FC MLO, 10 Mar, Weather Recce Codes	1-Cont 1-MLO	AK [illegible]
13 Mar	(S) S3/782	1330	1335	XXII TAC, 9 Mar, Circuit modifications for Estab. of 62FW Tac. Cont. Center & Circuit Diagram	Comm. O.	[illegible]

0521



S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPO[SITION]	
14 Mar	(S) S3/783		0845	S-3 Cont. Log 13/14 Mar	1-62FW 1-White 1-Comm O	
14 Mar	(S) S3/784		0845	S-3 MLO Log 13/14 Mar	1-62FW 1-Comm O 1-File	
14 Mar	(S) S3/785		0845	Sig O Filter O. Log 13/14 Mar	2-62FW 1-File	
14 Mar	(S) S3/786		0845	Sig O Filter O Sta Maint Log 13 Mar	1-62FW	
14 Mar	(S) S3/787		0845	Sig O Overlay 13/14 Mar	2-62FW 1-File	
14 Mar	(S) S3/788	0845	1530	Comm O, 13 Mar - W/T Plotting Practice Sched.	Comm O	
14 Mar	(S) S3/789	0845	1530	Comm. O, 14 Mar - Designation of Units	Comm O	
14 Mar	(S) S3/790	0845	1530	MATAF, 5 Mar, Sig Inst. #2 - Use of Window by Enemy (R/T Procedure)	1-Circ. Cy. 1-File	
14 Mar	(S) S3/791	0845	1530	White FC Cont. Log 12/13 Mar	Cont.	
14 Mar	(S) S3/792	0955	1530	62FW, 11 Mar, Radar, Homer & Fixer Status Rep.	1-Capt Burton 1-File 1-MRO 1-Cont	
14 Mar	S3/793		1120	OC, 62 AA Brigade - Engagement of Targets	1-62AA	
14 Mar	S3/793		1120	" 1st Ind " Info Copy	1-62FW	
15 Mar	S3/794		1120	S-3 Cont. Log 14/15 Mar	1-62FW 1-White FC 1-Comm O 1-S-2 1-File	
15 Mar	S3/795		0830	S-3 MLO Log 14/15 Mar	1-62FW 1-Comm O 1-File	
15 Mar	S3/796		0830	Sig O. Filter O. Log 14/15 Mar	2-62FW 1-File	
15 Mar	S3/797		0830	Sig O. Filter O. Sta Maint Log 14 Mar	1-62FW	
15 Mar	(R) S3/798	0900	0905	561 SAW Bn, 12 Mar - modification SCS-5 for FM Radio Channel (2 cys)	Comm. O	
15 Mar	(R) S3/799	0900	1030	XXII TAC, 11 Mar - Ops. Memo #3A	1-Circ. Cy. 1-File	NR
15 Mar	(C) S3/800	0900	1030	AAF Manual #33 - Ftr vs Ftr. Aug. 1944	1-Controller	
15 Mar	(C) S3/801	0900	1430	XII AF (Rear), 26 Feb - Radio Monitor Logs	Indorsement to Wing & Passed to 350 F Gp.	
15 Mar	(S) S3/802	0900	1030	XII AFSC, 10 Mar - Station List (1 cy)	MLO	
15 Mar	(R) S3/803	0900	1030	62FW, MGACT-R-151, 14 Mar Quotes MACAF Sig A-49 of 13 Mar	MLO	ACB
15 Mar	(S) S3/804	0900	1030	White FC Cont. Log 13/14 Mar	Controller	ARW
15 Mar	(S) S3/805	0900	0905	47 Bomb Gp, Weather Recco Flight Code	Controller	RJM.
15 Mar	(C) S3/806		1400	S-3 Memo: on R/T Procedure Radio monitor Logs - corrections to be made	See File cy	RJM.
16 Mar	S3/807		0400	S-3 Cont. Log 15/16 Mar	1-62FW 1-White 1-Comm O 1-S-2 1-File	
16 Mar	S3/808		0900	S-3 MLO Log 15/16 Mar	1-62FW 1-Comm O 1-File	

0522

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION	
14 Mar	(S) S3/783		0845	S-3 Cont. Log 13/14 Mar	1-62FW 1-White 1-Comm O 1-S-2 1-File	
14 Mar	(S) S3/784		0845	S-3 MLO Log 13/14 Mar	1-62FW 1-Comm O 1-File	
14 Mar	(S) S3/785		0845	Sig O Filter O. Log 13/14 Mar	2-62FW 1-File	
14 Mar	(S) S3/786		0845	Sig O Filter O Sta Maint Log 13 Mar	1-62FW	
14 Mar	(S) S3/787		0845	Sig O Overlay 13/14 Mar	2-62FW 1-File	
14 Mar	(S) S3/788	0845	1530	Comm O, 13 Mar - W/T Plotting Practice Sched	Comm O	
14 Mar	(S) S3/789	0845	1530	Comm. O, 14 Mar - Designation of Units	Comm O	
14 Mar	(S) S3/790	0845	1530	MATAF, 5 Mar, Sig Inst. #2 - Use of Window by Enemy (R/T Procedure)	1-Circ. Cy. 1-File	
14 Mar	(S) S3/791	0845	1530	White FC Cont Log 12/13 Mar	Cont.	
14 Mar	(S) S3/792	0955	1530	62FW, 11 Mar, Radar, Homer & Fixer Status Rep	1-Capt Burton 1-File 1-MRO 1-Cont	
14 Mar	S3/793		1120	OC, 62 AA Brigade - 1st Ind Engagement of Targets	1-62AA	
14 Mar	S3/793		1120	" " Info Copy	1-62FW	
15 Mar	S3/794		0830	S-3 Cont. Log 14/15 Mar	1-62FW 1-White FC 1-Comm O 1-S-2 1-File	
15 Mar	S3/795		0830	S-3 MLO Log 14/15 Mar	1-62FW 1-Comm O 1-File	
15 Mar	S3/796		0830	Sig O. Filter O. Log 14/15 Mar	2-62FW 1-File	
15 Mar	S3/797		0830	Sig O. Filter O. Sta Maint Log 14 Mar	1-62FW	
15 Mar	(R) S3/798	0900	0905	561 SAW Bn, 12 Mar - modification SCS-5 for FM Radio Channel (2 cys)	Comm. O	
15 Mar	(R) S3/799	0900	1030	XXII TAC, 11 Mar - Ops. Memo #3A	1-Circ. Cy. 1-File	WO
15 Mar	(C) S3/800	0900	1030	AAF - Manual #33 - Ftr. vs Ftr. Aug. 1944	1-Controller	
15 Mar	(C) S3/801	0900	1430	XII AF (Rear), 26 Feb - Radio Monitor Logs	Indorsement to Wing & Passed to 350 F Gp.	
15 Mar	(S) S3/802	0900	1030	XII AFSC, 10 Mar - Station List (1 cy)	MLO	
15 Mar	(R) S3/803	0900	1030	62FW, MGACT-R-151 14 Mar Quotes MACAF Sig A-495 of 13 Mar	MLO	HCB
15 Mar	S S3/804	0900	1030	White FC Cont. Log 13/14 Mar	MLO	WAW
15 Mar	(S) S3/805	0900	0905	47 Bomb Gp. Weather Recco Flight Code	Controller	RFM.
15 Mar	(C) S3/806		1400	S-3 Memo: on R/T Procedure - Radio monitor Logs - corrections to be made	Controller	RFM.
16 Mar	S3/807		0900	S-3 Cont. Log 15/16 Mar	See File cy	
16 Mar	S3/808		0900	S-3 MLO Log 15/16 Mar	1-62FW 1-White 1-Comm O 1-S-2 1-File; 1-62FW 1-Comm O 1-File	

0523

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
16 Mar	S3/809		0900	Comm O - Filter O Log 15/16 Mar	2-62FW 1-File
16 Mar	S3/810		0900	Comm O - F.O Sta Maint Log 15 Mar	1-62FW
16 Mar	S3/811		0900	Overlay for 15/16 Mar	2-62FW 1-File
17 Mar	S3/812		0845	S-3 Cont. Log 16/17 Mar	1-62FW 1-S-2 1-White 1-File 1-Comm O
17 Mar	S3/813		0845	S-3 MLO Log 16/17 Mar	1-62FW 1-Comm O 1-File
17 Mar	S3/814		0845	Comm O. Filter O. Log 16/17 Mar	2-62FW 1-File
17 Mar	S3/815		0845	Comm O - Filter O. Sta. Maint. Log 16 Mar	1-62FW
17 Mar	(S) S3/816	0845		White FC, 15 Mar, SOP Item 8-5	File
17 Mar	(R) S3/817	0845	20/1330	AAF/MTO, 3 Mar, Unauthorized Mail Channels (15 cps)	7-78FCS 8-594SAW
17 Mar	(S) S3/818	0845	0900	3rd Photo Gp (R), 15 Mar Destination Code to MAPRW #1 MAP, Mar #25	MLO
17 Mar	(S) S3/819	0845	0900	White FC, Cont. Log 15-16 Mar	Controller & CR
17 Mar	(R) S3/820	0845		WAR OFFICE (BRIT.) 1944 - Army/Air Operations - Direct Support Pamphlet #2	Maj Beck
17 Mar	S S3/821	0845	0900	MAAF, Amend 108 to S/MAAF/TC (1) Sig Routing Directory	Comm O. H.O.D.
18 Mar	S3/822		0900	Controllers Log 17/18 Mar '45	1-62FW 1-White 1-Sig O 1-S-2 1-file
18 Mar	S3/823		0900	MLO LOG 17/18 Mar '45	1-62FW 1-Sig O 1-File
18 Mar	S3/824	0855	0900	Filter Officers Log 17/18 Mar '45	2-62FW 1-FILE
18 Mar	S3/825	0855	0900	F.O. Sta Maint Log 17 Mar '45	1-62FW
18 Mar	S3/826	0855	0900	Overlay for 18 Mar '45	2-62FW 1-File
18 Mar	S3/827	0900	1000	White Cont Log 16-17 Mar	1-Cont
18 Mar	S3/828	0900	1000	XXII TAC - Daily Int Summary 15 Mar	1-Cont
18 Mar	S3/829		1300	Weekly Overlay 11-17 Mar	1-62FW
19 Mar	S3/830		0830	S-3 Cont Log 18/19 Mar	1-62FW 1-S-2 1-White 1-File 1-Comm O
19 Mar	S3/831		0830	S-3 MLO Log 18/19 Mar	1-62FW 1-Comm O 1-File
19 Mar	S3/832		0830	Comm. O. - Filter O. Log 18/19 Mar	2-62FW 1-File
19 Mar	S3/833		0830	" " " Sta Maint Log 18 Mar	1-62FW
19 Mar	S3/834	0930	0935	MAAF, 16 Mar MX 48793 - Amend Sig #121 to MAAF SP-3	MLO
19 Mar	(C) S3/835	0930		XII AF, 14 Mar, Ops. Memo 22A	File

0534

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION	
19 Mar	S3/836	1430	1445	White FC Cont Log 17/18 Mar	Cont	S.J.Mc
19 Mar	(S) S3/837	1430	1445	62 FW, 17 Mar - Ops. O. #3	File	S
20 Mar	S3/838		0820	Cont Log 19/20 Mar '45	1-62 1-S-9 1-White 1-File 1-S-2	
20 Mar	S3/839		0820	MLO " 19/20 Mar '45	1-62 1-S/9 1-File	
20 Mar	S3/840	0820	0820	F.O. Log 19/20 Mar '45	2-62 FW 1-File	
20 Mar	S3/841	0820	0820	F.O. Sta Maint Log 19 Mar	1-62 FW	
20 Mar	(S) S3/842	0845	1330	XII AF, 14 Mar Theater Boundaries	Co & Comm O.	
20 Mar	(S) S3/843	0845	0900	MAAF, 16 Mar, amend 109 to Sig. Routing Directory 5/MAAF/TC(1)	Comm. O.	
20 Mar	(S) S3/844	0845	0900	White FC Cont. Log 18/19 Mar	Controller	FQC
20 Mar	(S) S3/845	0845		US-2114, 17 Mar, Weekly Oper. Report	File	
20 Mar	(S) S3/846	1500	21/0900	62 FW, 18 Mar - Radar, Homer, + Fighter 4 Grps Sta Status	1-File 1-Cont 1-MLO 1-Capt Burton	
21 Mar	S3/847		0900	S-3 Controllers' Log 20/21 Mar	1-62 FW 1-White 1-Commo 1-S-2 1-File	
21 Mar	S3/848		0900	S-3 MLO Log 20/21 Mar	1-62 FW 1-Commo 1-File	
21 Mar	S3/849		0900	Sig O - Filter O Log 20/21 Mar	2-62 FW 1-File	
21 Mar	S3/850		0900	Sig O - Filter O. Sta Maint Log 20 Mar	1-62 FW	
21 Mar	S3/851		0900	Sig O - Overlay for 20/21 Mar	2-62 FW 1-File	
21 Mar	(S) S3/852	0830		White FC, 19 Mar, SOP Item 3-1 Distribution	File	
21 Mar	(R) S3/853	0830		White FC, 19 Mar, SOP Item 2-1 Index	File	
21 Mar	(S) S3/854	0830	1100	White FC, Cont. Log 19/20 March	Controller	GER
21 Mar	(S) S3/855	1150		62 FW, 18 Mar - Ops O. #4 F.F.D. Post #2	File	
21 Mar	(S) S3/856	1150		62 FW, 18 Mar - Ops. O #5 - FFD Post #2	File	
22 Mar	S3/857		0830	Cont Log 21/22 Mar	1-62 FW 1-White 1-Commo 1-S-2 1-File	
22 Mar	S3/858		0830	MLO Log 21/22 Mar	1-62 FW 1-Commo 1-File	
22 Mar	S3/859		0830	F.O. Log 21/22 Mar	2-62 FW 1-File	
22 Mar	S3/860		0830	F.O. Sta Maint Log	1-62 FW	
22 Mar	S3/861	0900	1030	White FC Cont. Log 20/21 Mar	Controller	AS
22 Mar	S3/862	0900		57 Bomb Wing, 17 Mar - Target Code #46	MLO	

0525

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION	
22 Mar	S3/863		1130	S-3 - Ops. O. #2 - Visits to Stations	1-Sr. Cont, 1-Comm O, 3 File	
22 Mar	S3/864		1410	S-3 Sanitation in Ops Block	1-Filter O, 1-Cont, 1-Sgt McAdam, 1-Sgt Taylor, 2-File	
23 Mar	S3/865		0900	S-3 Controllers Log 22/23 Mar	1-62FW, 1-White, 1-Comm. O, 1-S-2, 1-File	
23 Mar	S3/866		0900	S-3 MLO Log 22/23 Mar	1-62FW, 1-Comm O, 1-File	
23 Mar	S3/867		0900	Comm. O - Filter O. Log 22/23 Mar	2-62FW, 1-File	
23 Mar	S3/868		0900	" " - Filter O Sta. Maint Log 22/23 Mar	1-62FW	
23 Mar	S3/869		0900	" " - Overlay for 22/23 Mar	2-62FW, 1-File	
23 Mar	(S) S3/870	0915		62FW, 21 Mar, MGACT-R-227 Change in Ops. O. #4 + #5	File	~
23 Mar	(S) S3/871	0915		XXII TAC, 18 Mar - Station List		
23 Mar	(S) S3/872	0915		White FC Cont. Log 21/22 Mar	Controller	RJM.
23 Mar	(U) S3/873	1500		XIIAF, ops memo #3, 17 Mar Revision of ops memo		
24 Mar	S3/874		0900	S-3 Cont. Log 23/24 Mar	1-62FW, 1-White FC, 1-Comm O, 1-S-2, 1-File	
24 Mar	S3/875		0900	S-3 MLO Log 23/24 Mar	1-62FW, 1-Comm O, 1-File	
24 Mar	S3/876		0900	Comm O - Filter O Log 23/24 Mar	2-62FW, 1-File	
24 Mar	S3/877		0900	" " - " " Sta Maint Log 23 Mar	1-62FW	
24 Mar	S3/878		0900	" " Overlay 23/24 Mar	2-62FW, 1-File	
24 Mar	(S) S3/879	0900		White FC, 23 Mar, SOP Item 11-9	File	
24 Mar	(S) S3/880	0900	0950	" " " Cont Log 22/23 Mar	Controller	[illegible]
24 Mar	(C) S3/881	0900		Comm O - 23 Mar - VHF & FM Maint Schedule	1-Maj Dyke	
24 Mar	(C) S3/882	0900		" " - 23 Mar - Blue FC amend Letter #5 (to Wing SOI)	1-Maj Dyke, 1-Sr Cont, 1-File	
24 Mar	(S) S3/883	0900	0910	MAAF, 19 Mar, amend 110 to Sig Routing Dir. S/MAAF/TC (1)	Comm. O.	EHL
24 Mar	(S) S3/884	0900	0950	15AF, 16 Mar - Amend to Station List	MLO	JWK
25 Mar	S3/885		0850	S-3 Controllers Log	1-62FW, 1-White FC, 1-Comm O, 1-S-2, 1-File	
25 Mar	S3/886		0850	S-3 MLO Log	1-62FW, 1-Comm O, 1-File	
25 Mar	S3/887		0850	Comm O F.O. Log	2-62FW, 1-File	
25 Mar	S3/888		0850	" " " " Sta Maint Log	1-62FW	
25 Mar	(S) S3/889	1000	1005	3rd Photo Gp, (R), 22 Mar - destination code to MAPRW #1 Map	MLO	[illegible]

0526

S-3 IN - OUT REGISTER

ATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION	
25 Mar	(S) S3/890	1000	27/0930	XII AFSC, 20 Mar Station List	MLO	Orry
25 Mar	(S) S3/891		1100	S-3 Trans. of Weekly Overlay "H" tracks	2-62FW 1-File	
26 Mar	S3/892		0830	S-3 Cont. Log 25/26 Mar	1-62FW 1-S-2 1-White 1-File 1-Comm O	
26 Mar	S3/893		0830	S-3 MLO " " "	1-62FW 1-Comm O 1-File	
26 Mar	S3/894		0830	Comm O - Filter O Log 25/26 Mar	2-62FW 1-File	
26 Mar	S3/895		0830	" " " " Sta Maint Log 25 Mar	1-62FW	
26 Mar	(S) S3/896	0830	0900	MAAF, 22 Mar, amend 111 to S/MAAF/TC(I) Sig Operating Proc	Comm O	HOD
26 Mar	(S) S3/897	0830	27/0930	White FC, Cont. Log 23/24 Mar	Controller	RJM
26 Mar	S3/898		1300	C.O. - Movements Reports from War Room	2-62FW 1-File	
26 Mar	S3/899	1400	27/0930	White FC Cont. Log 24/25 Mar	Cont	RJM.
26 Mar	S3/900	1400	27/0930	#10 Field Signals Unit, 24 Mar Telephone Code 1-7 April	Controller	RJM.
27 Mar	S3/901		0830	S-3 Cont Log 26/27 Mar	1-62FW 1-S-2 1-White 1-File 1-Comm O	
27 Mar	S3/902		0830	S-3 MLO Log " "	1-62FW 1-Comm O 1-File	
27 Mar	S3/903		0830	Comm O - Filter O. Log 26/27 Mar	2-62FW 1-File	
27 Mar	S3/904		0830	" " " " Sta Maint Log 26th	1-62FW	
27 Mar	S3/905	0830	0915	62FW, MGS16-R-286 Change to "B" time on 2 April at 0200	3-78FCS 3-504 " 1-File	
27 Mar	S3/906	0830	0930	White FC Cont Log 25/26 Mar	Cont	RJM
27 Mar	S3/907	0830		Comm. O, 26 Mar - Blue FC Amend. Letter #6	File	
27 Mar	S3/908	1300		78FCS, 27 Mar - Bulletin #4	File	
27 Mar	S3/909	1300		XII AF, 21 Mar "Correspondence"	File	
27 Mar	S3/910	1300		62FW, 24 Mar - Temporary Duty (now 45 days)	File	
27 Mar	(S) S3/911	1300		US-2114, 24 Mar - Weekly Oper. Report		
28 Mar	S3/912		0830	Comm O. Filter O Log 27/28 Mar	2-62FW 1-File	
28 Mar	S3/913		0830	" " " - Sta Maint Log 27 Mar	1-62FW	
28 Mar	S3/914		0830	S-3 Cont. Log 27/28 Mar	1-62FW 1-S-2 1-White 1-File 1-Comm O	
28 Mar	S3/915		0830	" MLO " " " "	1-62FW 1-Comm O 1-File	
28 Mar	(S) S3/916	0800	28/1500	62FW, MGS16-R-296 27 Mar. new channels for US-3001	Comm O	

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION	
28 Mar	(S) S3/917	0900		62FW, 26 Mar, Ops. O. #6 (5cys)	1-CO & Cir. 5-File	
28 Mar	(S) S3/918	0900	0930	XXII TAC, 24 Mar - Courier Schedule (1cy)	Circulation	
28 Mar	S3/919	0900	0915	XII AF-18 Mar AFHQ, 26 Dec 44 - Ops Memo #66 Photographic Policy	10-S-2	
28 Mar	S3/920		1115	S-3 Alertness in Operations	1-Cont 1-FO 1-MLO 1-File	
28 Mar	(S) S3/921	0950	1500	62FW-25 Mar Radar-Homer & Fixer Status	1-Cont 1-Capt Sutton 1-MLO 1-File	
28 Mar	(R) S3/922	0950		AAF/MTO, 19 Mar - G.O. #27	File	
28 Mar	S3/923	0950		62FW, 27 Mar - Radio Nets	File	
28 Mar	S3/924	0950	1500	XXII TAC, 24 Mar, G.O. #27 Reassign. of Units (4cys)	C.O, Cont, MLO & return	
28 Mar	(S) S3/924B	0950	1500	62FW, 23 Mar Daily & Monthly maint Periods (Radar	1-F.O 3-File	
29 Mar	(S) S3/925	[illegible]	0800	Cont Log for 28/29 Mar	1-62 1-White 1-S-2 1-SIG 1-File	
29 Mar	(S) S3/926		0800	MLO LOG for 28/29 Mar	1-62 1-SIG 1-File	
29 Mar	(S) S3/927		0800	Comm O - Filter O. Log 28/29 Mar	2-62FW 1-File	
29 Mar	(S) S3/928		0800	" " " Sta Maint Log 28 Mar	1-62FW	
29 Mar	(6) S3/929	0830	30/0900	White FC Cont. Log 26/27 Mar	Controller	
29 Mar	(S) S3/930	0830	30/0900	" " " " 27/28 Mar	Cont.	
29 Mar	(S) S3/931	0830		62FW, 27 Mar, Ops. O. #6A (6cys)	File	
29 Mar	(R) S3/932	0830	30/0900	MTOUSA, 15 Mar Training Films & Strips	594 Sqn	
30 Mar	S3/933		0845	S-3 Controllers Log 29/30 Mar	1-62FW 1-White 1-Comm O 1-S-2 1-File	
30 Mar	S3/934		0845	S-3 MLO Log " " "	1-62FW 1-Comm O 1-File	
30 Mar	S3/935		0845	Comm O-Filter O. Log 29/30 Mar	2-62FW 1-File	
30 Mar	S3/936		0845	" " " " Sta Maint Log 29 Mar	1-62FW	
30 Mar	S3/937	0830	0930	White FC Cont. Log 28/29 Mar	Cont	
30 Mar	S3/938	0830	0900	MAAF, 27 Mar, amend 112 to S/MAAF/TC(1) Sig Routing Dir.	Comm O.	AE
30 Mar	S3/939	0830	1000	Comm O, 29 Mar - Info Amend. to SOI	1-C.O. 1-Cont 1-File	
30 Mar	(C) S3/940	1115	1120	MGACT-R-338 62FW, 30 Mar, Report all movement on Roads	Cont.	
30 Mar	(S) S3/941	1630	1635	HQ 3rd Photo Gp. Rec., dated 28 Mar Dest. Code to MAPRW	MLO	AE
30 MAR	(S) S3/942	1630	1635	NO. 1 MAP OC 66 AAT Bde HQ Signals Period 1-15 APR 45 Copy #32	AALO	G JD

0528

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION	
31 Mar	S3/943		0830	S-3 Cont. Log 30/31 Mar	1-62FW 1-S2 1-White FC 1-File 1-Comm O	
31 Mar	S3/944		0830	S-3 MLO " " "	1-62FW 1-Comm O 1-File	
31 Mar	S3/945		0830	Comm O. F. O. " " "	2-62FW 1-File	
31 Mar	S3/946		0830	" " " " Sta Maint Log 30 Mar	1-62FW	
31 Mar	S3/947	0915	0920	White FC Cont. Log 29/30 Mar	Controller	R.F.M.
	S3/948					
	S3/949					
	S3/950					
31 Mar	S3/951	1650	1650	Copy #1 57 Bomb Wg Target Code #47 dtd 27 Mar	MLO	WSW
31 Mar	S3/952	1650	1655	Airfield Status Rpt	MLO #1 S-3 #2 - File	WSW
1 Apr	S3/953	0900	0900	Cont Log 31 Mar/1 Apr 45	1-62 1-White 1-S2 1-Sig 1-File	
1 Apr	S3/954		0900	MLO Log "	1-62 1-File	
1 Apr	S3/955		0900	Filter Off Log 31 Mar/1 Apr	2-62 1-File	
1 Apr	S3/956		0900	Filter Off ~~Log~~ Sta Maint Log 31 Mar	1-62	
1 Apr	S3/957		1300	CG, 62nd Ftr Wing Negative Overlay Report 25-31	2-62FW	
2 Apr	S3/958		0900	S-3 Cont. Log 1/2 April	1-62FW 1-S2 1-White FC 1-File 1-Comm O	
2 Apr	S3/959		0900	S-3 MLO Log 1/2 April	1-62FW 1-Comm O 1-File	
2 Apr	S3/960		0900	Comm. O. - Filter O. Log 1/2 April	2-62FW 1-File	
2 Apr	S3/961		0900	" " " " Sta Maint Log 1 Apr.	1-62FW	
2 Apr	S3/962		0900	" " Overlay for 1/2 April	2-62FW 1-File	
2 Apr	S3/963		0900	S-3 Controllers Report on Hostile Activity	2-62FW 1-Comm O 1-File	
2 Apr	S3/964		0900	S-3 MLO " " " "	"	
2 Apr	S3/965		0900	S-3 Filter O. " " " "	"	
2 Apr	S3/966		0900	S-3 AALO " " " "	"	
2 Apr	S3/967	0900	0930	XXII TAC, 29 Mar ops memo #6 Air Defense	1-Circ Cy	
2 Apr	S3/968	0900	0931	XXII TAC, 29 Mar ops memo #5 Tactical Control Center	1-Circ Cy	
2 Apr	S3/969	0900	0945	White FC, Cont Log 30/31 Mar	Cont.	OMY

0520

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION	
2 Apr.	S3/970	0930		62FW 501 30-4 Comm. O. 26 Mar Telephone & TWX Callsigns	File	
2 Apr	S3/971	0930		XII AF, 22 Mar - Message Procedure	File	
~~2 Apr.~~	~~S3/972~~	~~0930~~		~~AAF EC/MTO, 15 Mar~~ [illegible]		
2 Apr	S3/972	1120	1300	White FC Cont. Log 31 Mar/1 Apr	Cont	
2 Apr	S3/973		1330	S-3 Trans. of AAF Form 5 (Maj Dyke) 31 Mar 45	2 - Chief Flying Safety	
2 Apr	S3/974	1330		US-2114 Weekly Operational Report	File	
2 Apr	S3/975	1615	1630	Comm O - 2 April - Amend. Letter # 1 to 501	1 - Maj Dyke 1 - File	
3 Apr	S3/976		0915	S-3 Controllers Log 2/3 Apr	1-62FW 1-S-2 1-White 1-File 1-Comm O	
3 Apr	S3/977		0915	S-3 MLO Log 2/3 Apr	1-62FW 1-Comm O 1-File	
3 Apr	S3/978		0915	Comm O - Filter O. Log 2/3 Apr	2-62FW 1-File	
3 Apr.	S3/979		0915	" " - " Sta Maint Log, 2 Apr	1-62FW	
3 Apr.	S3/980		0915	" " - Overlay for 2/3 Apr.	2-62FW 1-File	
3 Apr	(S) S3/981	0830	0930	XXII TAC, 1 Apr - Ops. O. #10 (2 cys) Air Defense & Weather Recce	1-Cont 1-[illegible] File	Log
3 Apr	(C) S3/982	0830	0930	62FW, 1 Apr - Ops Memo #11 - Night Ftr. (5 cys)	1-Cont 1-Circ. 1-MLO 1-File 1-US-2114	[illegible] Log
3 Apr	(R) S3/983	0830	0930	414 NFS, 28 Mar - Temporary Flt. assign. (Pilot Call Signs)	Controller	Log
3 Apr.	(R) S3/984	0830		XXII TAC, 1 Apr - Rescission of XXII TAC Ops Memo #3, 1944	File	
3 Apr	(S) S3/985	0830	0930	White FC, Cont. Log 1-2 April	Cont. 1-Cont	Log [illegible]
3 Apr.	(S) S3/986	1100	1300	416 NFS, 31 Mar - Pilots & Call Signs	1-US-2114	
3 Apr	(S) S3/987	1500	4/0900	62FW, 1 Apr. Radar, Homer & Fixer Status	1-File 1-Capt Burton 1-Cont 1-MLO	
4 Apr	S3/988		0900	S-3 Controllers Log 3/4 Apr	1-62FW 1-S-2 1-White 1-File 1-Comm O	
4 Apr	S3/989		0900	S-3 MLO " " "	1-62FW 1-Comm O 1-File	
4 Apr	S3/990		0900	Comm O - F. O. " " "	2-62FW 1-File	
4 April	S3/991		0900	" " - F.O. Sta Maint Log 3 April	1-62FW	
4 Apr	S3/992	0900	0915	MAAF, 1 Apr. Amend 113 to 5/MAAF/TC(1) Sig Rout. Dir.	1-Comm O.	[illegible]
4 Apr	S3/993	0900		MATAF, 27 Mar - Corridors for Night Resupply Flts.		
4 Apr	S3/994	0900	1300	XII AF, 1 April - Station List	MLO	HCB
4 Apr	S3/995	0900	1300	XII AFSC, 30 Mar - Station List	MLO	HCB

0530

S-3 IN - OUT REGISTER

ATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION	
4 Apr	S3/996	0900	1000	XXII TAC, 1 Apr - Night operations Ops O. #9 (2 cys)	1- Cont 1- File	Orig
4 Apr	S3/997	0900	1300	XII AFSC, 7 Mar memo 161-19 - Reports of crashed A/C	1- Maj Dyke 2- File	
5 Apr	S3/998		0900	S-3 Controllers Log 4/5 Mar	1-62FW 1-S-2 1-White FC 1-File 1-Comm O.	
5 Apr	S3/999		0900	S-3 MLO Log "	1-62FW 1-Comm. O. 1-File	
5 Apr	S3/1000		0900	Comm O - Filter O. Log "	2-62FW 1-File	
5 Apr	S3/1001		0900	" " - " - Sta. Maint Log 4 Mar	1-62FW	
5 Apr	S3/1002	0830		White FC Cont. Log 2/3 April	Cont.	F.A.E.
5 Apr	S3/1003	0830		XXII TAC, 2 Apr, (2 cys) Ops Memo #7 - Fwd Ftr. Control	1- Cont 1- File	F.A.E.
5 Apr	S3/1004	0830		XXII TAC, 2 Apr, (2 cys) annex #1 to Ops memo #7 Fwd Ftr. Control	1- Cont. 1- File	F.A.E.
5 Apr	S3/1005	0830		XXII TAC, 1 Apr - Station List	File	
5 Apr	S3/1006	1550	1555	Message No: AL1-47	1- Cont	Orig
6 Apr	S3/1007		0900	S-3 - Controllers Log 5/6 April	1-62FW 1-S-2 1-White FC 1-File 1-Comm O	
6 Apr	S3/1008		0900	S-3 - MLO " " "	1-62FW 1-Comm O 1-File	
6 Apr	S3/1009		0900	Comm O - Filter O " " "	2-62FW 1-File	
6 Apr	S3/1010		0900	" " " " Sta Maint Log 5 Apr	1-62FW	
6 Apr	S3/1011 (C)	0900	1300	71 AAA Bde, 3 Mar. SOI Item 15-15 HQ. Code Signs (2 cys)	AALO	[illegible]
6 Apr	S3/1012 (S)	0900	1300	White FC, Cont. Log 3/4 April	Cont	F.A.E.
6 Apr	S3/1013 (S)	0900		#10 Field Sig. Unit, RAF, 8-14 Apr - Telephone Code	Cont	R.F.M.
6 Apr	S3/1014 (S)	0900	1300	SHAEF Theater Lesson Use of Heavy Bombers in a Tactical Role	Circ. G.	
6 Apr	S3/1015	1300	1400	White FC Cont Log 4/5 April	Cont.	R.F.M.
7 Apr	S3/1016	1335		Move of Juicy to new location from 67 FW	Cont	
7 Apr	S3/1017		0900	S-3 Controllers Log 6/7 Apr	1-62FW 1-S-2 1-White 1-File 1-Comm O	
7 Apr	S3/1018		0900	S-3 MLO Log 6/7 Apr	1-62FW 1-Comm O 1-S-3 File	
7 Apr	S3/1019		0900	Comm O - Filter O Log 6/7 Apr	2-62FW 1-File	
7 Apr	S3/1020		0900	" " " " Sta Maint Log 6 Apr	1-62FW	
7 Apr	S3/1021		0900	" " Overlay 6/7 Apr	2-62FW 1-File	
7 Apr	S3/1022	1030	1400	AAF, 22 Feb SOP for Radio Set SCR-615 Employed in Conjunction w/EW Radar	3- Comm O 1- CO	1400

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION	
7 Apr	S3/1023	1030	1100	3rd Photo Sq (R), 5 apr. Destination Code: to MAPRW #1 Map	MLO	[illegible]
7 Apr	S3/1024	1030		62FW, 5 apr - memo (Quotes XXII TAC Sq E-40-P) all a/c to be grounded VE Day	~~Cont~~	
7 Apr	S3/1025	1600	1605	Situation Report fr 62 FW - MS6	CO ~~1-Cont~~	[illegible]
7 Apr	S3/1026	1630	1635	From ~~62FW~~ - HQ MAAF re New Lights	1-ALO 1-Cont	
7 Apr	S3/1027	1630	8/1030	62 FW - OPS Memo 12 dtd 6 Apr '45	1-Comm O 2-File	
8 apr	S3/1028		0845	S-3 Cont. Log 7/8 apr	1-62FW 1-White 1-Comm O 1-S-2 1-File	
8 apr	S3/1029		0845	" MLO " "	1-62FW 1-Comm O 1-File	
8 apr	S3/1030		0845	Comm O. F.O. " "	2-62FW 1-File	
8 apr	S3/1031		0845	" " " Sta Maint Log 7 apr	1-62FW	
8 apr	S3/1032		0845	" " Overlay 7/8 apr	2-62FW 1-File	
8 apr	S3/1033	0900	1030	White F.C. Cont. Log 5/6 apr	Cont	Ony
8 apr	S3/1034	0900	1030	" " " " 6/7 "	Cont -	Ony
8 apr	S3/1035		1300	S-3 Trans. of Weekly Overlay of Hostile Tracks	2-62FW 1-File	
8 apr	S3/1036	1400	1430	XXII TAC, 15 Mar - amendments to SOP 1-8, 2-3, 3-2, 40-3, 56-4, 59-1	1-Capt Burton 2-File	
9 apr	S3/1037		0850	S-3 Controllers Log 8/9 apr	1-62FW 1-White 1-Comm O 1-S-2 1-File	
9 apr	S3/1038		0850	" MLO " " "	1-62FW 1-Comm O. 1-File	
9 apr	S3/1039		0850	Comm. O. Filter O. Log " "	2-62FW 1-File	
9 apr	S3/1040		0850	" " " Sta Maint Log 8 apr	1-62FW	
9 apr	S3/1041	0845	1050	White FC Cont. Log 7/8 april	Controller	[illegible]
9 apr	(S) S3/1042	0845		" " , 6 apr, SOP Item 6-1	File	
9 apr	(S) S3/1043	0845		" " " " " " 11-12	"	
9 apr	(S) S3/1044	0845		" " " " " " 11-10	"	
9 apr	(S) S3/1045	0845		" " " " " " 5-6	"	
9 apr	(S) S3/1046	0845		" " " " " 11-11	"	
9 apr	(S) S3/1047	1100	10/0845	350 F.G. Pisa Base C.O. - 5 april S.O.P. Smoke Control (2 cys)	1-Circ. Cy 1-Controller	[illegible]
9 apr	(S) S3/1048	1645	10/0845	5th Photo Sq (R), 10 Jan - ops memo 100-1 Destination Maps & Codes	MLO	[illegible]
9 apr	(S) S3/1049	1645	10/0845	MAAF, 5 apr - Amend 114 to Sig. Routing Dir 6/MAAF/FC (1)	Comm O.	[illegible]

0532

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION	
9 Apr	(S) S3/1050	1645	10/0845	62FW, 7 apr. - Ops O. #7 areas of Responsibility	1-Cont 1-Circ Cy 1-File	R.F.M.
10 Apr	S3/1051		0910	S-3 Cont Log 9/10 Apr	1-62FW 1-White 1-Comm. O 1-S-2 1-File	
10 Apr	S3/1052		0910	S-3 MLO Log 9/10 Apr	1-62 FW 1-Comm O. 1-File	
10 Apr	S3/1053		0910	Comm. O. - Filter O. Log 9/10 Apr	2-62FW 1-File	
10 Apr	S3/1054		0910	" " " " Sta Maint Log 9 Apr	1-62FW	
10 Apr	S3/1055	0930		US-2114, 7 April - Weekly Oper. Report		
10 Apr	S3/1056	1030	1300	US-2117, 9 April - " " "	Comm O	
10 Apr	(S) S3/1057	1110	1300	62FW, 7 apr. Ops. O. # 8 (2 cys)	1-Staff Circ 1-Ops Room Circ	
10 Apr	S3/1058	1300	1500	White FC Cont. Log 8/9 Apr	1-Cont	Rag
11 Apr	(S) S3/1059		0900	~~White~~ Cont Log 10/11 Apr '45	1-62 1-White 1-S2 1-file 1-com	
11 Apr	(S) S3/1060		0900	MLO Log 10/11 Apr '45	1-62 1-com 1-file	
11 Apr	(S) S3/1061	0830	0900	Filter Off Log 10/11 Apr	2-62FW 1-file	
11 Apr	(S) S3/1061	0830	0900	F.O. Sta Maint Log 10/11 Apr	1-62 FW	
11 Apr	S3/1062	0900		White Cont Log 9/10 Apr	1-Cont	Rag
11 Apr	S3/1063	0900		Adv Hq XXII TAC - Adm #1 to OPS Memo #6	2 - 1 file 1 MLO	
11 Apr	S3/1064	0900		Adv Hq XXII TAC - Adm #1 to Opso #10	2 - ~~[illegible]~~	
11 Apr	(S) S3/1065	1000		62FW Radar, Homer + Fixer Sta Status Rpt	~~1-Cont~~ 1-MLO 1-file 1-[illegible]	
11 Apr	(S) S3/1066	1200	15/0900	XII AFSC Memo # 131-3, Op proc for fire fighting	1-Capt Rockey	
11 Apr	(S) S3/1067	1600	1600	SITREP fr 62 FW - 11 Apr	1-Cont	RFM
11 Apr	(S) S3/1068	1630	1635	MAAF - (1) SIGNALS ROUTING DIR Admend # 115 TO SIMAAFITC	1-Comm. Off.	
11 Apr	(S) S3/1069	1630	1635	57th Bomb Gp - Target Code #48	1-MLO	JWK
12 Apr	(S) S3/1070		0920	Cont Log 11/12 Apr '45	1-62 1-White 1-S-2 1-Com 1-file	
12 Apr	(S) S3/1071		0920	MLO Log 11/12 Apr '45	1-62 1-Com 1-file	
12 Apr	(S) S3/1072	0920	0920	Filter Off Log 11/12 Apr '45	2-62 1-file	
12 Apr	(S) S3/1073	0920	0920	Filter Sta Maint Log 11/12 Apr	1-62 FW	
12 Apr	(S) S3/1074	0920	0920	Filter Overlays (3 overlays) 11/12 Apr	3-(2) 62FW 1-file	
12 Apr	S S3/1075	1140	1145	Hq 338 Wing - adm. #1 to 338 wg Sig Inst # 9 dated 26 Feb 45	1-Cont	R.F.M.

0533

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION	
12 apr	S3/(S) 1076	1630	1630	HqMACAF dtd 9 apr 45 offensive Movements of Operational A/C on Mission	1- MLO	jwk
12 apr	S3/(S) 1077	1630	1635	Hq XII AFSC Station List dtd 10 APR '45	1- MLO	jwk
12 Apr	S3/(S) 1078	1130	1145	white ~~Blue~~ Cont Log 10/11 Apr	1- Cont	
12 Apr	S3/(S) 1079	1630	1635	White - Report on Liaison 7 apr 45 to 15th	1- {CO cont MLO} [illegible] S-2	
13 apr	S3/(S) 1080		0900	Cont Log for 12/13 apr '45	1- 62 1- Comm of. 1- S2 white 1 file	
13 apr	S3/(S) 1081		0900	MLO Log for 12/13 apr '45	1- 62 1- Comm of 1- file	
13 apr	S3/(S) 1082	0850	0900	Filter Off Log 12/13 apr '45	2- 62 FW 1- file	
13 apr	S3/(S) 1083	0850	0900	F. O. Sta Maint 12/13 apr	1- 62 FW	
13 apr	S3/(S) 1084	1110	14/ 1100	Hq 62nd FW 11 apr '45 No. 418 Signal Operation Instructions	1- capt Burton 1- cont 1- file	
13 apr	S3/(S) 1085	1110		Hq 62nd FW APS order #9 - re move to Grosseto	1- 1- } file	
13 apr	S3/1086	1145	1150	white Contl Log 11/12 apr	1- Cont	R.F.M.
13 apr	S3/(S) 1087	1600		From 211 - (dup) Weekly operation Report 8-13 Apr	1-	
13 apr	S3/(S) 1088	1630	1635	62 FW 16-22 Apr dtd 8 apr 5th Photo Gp Dest Code Map No. 2	1- MLO	JDZ
13 Apr	S3/(C) 1089	1630	1635	71st AA Bd. SOI - Hq Code signs 10 Apr	1- AALO	[illegible]
14 apr	S3/(S) 1090		0900	Blue Cont Log for 13/14 apr	1- 62 1- S-2 1- white, file 1- Comm	
14 apr	S3/(S) 1091		0900	MLO log for 13/14 apr	1- 62 1- Comm 1- file	
14 apr	S3/(S) 1092	0830	0900	F. O. Log for 13/14 apr	2- 62 3- file	
14 apr	S3/(S) 1093	0830	0900	F.O. Sta maint for 13/14 apr	1- 62 FW	
14 apr	S3/(S) 1094	0900	1000	white Controllers Log 12/13 apr	1- Cont	R.F.M.
14 apr	S3/(S) 1095	0900	1000	No. 10 Field Signals Unit RAF, C.M.F. TELEPHONE CODE - 15-21 APRIL '45	1- Cont	R.F.M.
14 Apr	S3/1096	1030		SUPREME HEADQUARTERS, ALLIED Expeditionary FORCE unauthorized travel by Air into + out of GERMANY 18 March 1945	1- File	
14 apr	S3/(C) 1097	1100	1650	MGSIG-188-P 14 apr fr 62 FW RE unidentified Station	1- Cont	F.O.E.
14 apr	S3/1098	1145	1150	22 TAC, 14 apr - E-183-D Bomb Line Change	Cont	R.F.M.
14 apr	S3/(S) 1099	1145	1150	62 FW, MGACT-P-190, 14 apr "L" (change of landmark night)	Cont	R.F.M.
14 apr	S3/(S) 1100	1145	1150	62 FW, MGALO-P-187, 14 apr - Sitrep	Cont.	R.F.M.
14 apr	S3/(S) 1101	1645	15/ 1030	62 FW, 14 apr - Pilots + Call Signs - NF Sqdns	1- Cont 2- file	"
14 apr	S3/(S) 1102	1645	15/ 1030	62 FW, 13 apr - Ops. O. #7A	1- Cont 1- file	"

0536

S-3 IN - OUT REGISTER

ATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION	
14 apr	(S) S3/1103	1645	16/0930	MACAF/10/16/air, 10 apr Movements of opal a/c on offensive missions	MLO	
14 apr	(S) S3/1104	1645	1650	3rd Photo Gp(R), 12 apr - Dest. Code to MAPRW: #1 Maps, 16-22 apr	1-MLO	
15 apr	(S) S3/1105		0930	S-3 Controllers Log 14/15 apr	1-62FW 1-S-2 1-White 1-File 1-Comm O	
15 apr	(S) S3/1106		0930	S-3 MLO Log " "	1-62FW 1-Comm O 1-File	
15 apr	(S) S3/1107		0930	Comm O - Filter O. Log " "	2-62FW 1-File	
15 apr	(S) S3/1108		0930	" " " Sta Maint Log 14 apr	1-62FW	
15 apr	(S) S3/1109		1030	S-3 Trans. of Weekly Overlay of Hostile Tracks	2-62FW 1-File	
15 apr	(S) S3/1110	1050		White FC Cont. Log 13/14 april	Controller	
16 Apr	(S) S3/1111		0900	Blue Cont. Log for 15/16 Apr	1-62 1-File 1-White 1-Comm	
16 Apr	(S) S3/1112		0900	Blue MLO Log for 15/16 Apr	1-62 1-Comm 1-File	
16 Apr	(S) S3/1113	0830	0900	F.O. Log for 15/16 apr	2-62FW 1-file	
16 Apr	(S) S3/1114	0830	0900	F.O. Sta Maint Log 15/16 apr	1-62FW	
16 Apr	(S) S3/1115	1200	1400	White Cont. Log 14/15 Apr	1-Cont	
16 apr	(S) S3/1116	1620		US-2114, 8-14 apr - Weekly Oper. Report	File	
17 apr	(S) S3/1117		0900	S-3 Controllers Log 16/17 april	1-62FW 1-S-2 1-White FC 1-File 1-Comm O	
17 apr	(S) S3/1118		0900	" MLO " " "	1-62FW 1-Comm. O. 1-File	
17 apr	(S) S3/1119		0900	Comm O - Filter O. "	2-62FW 1-File	
17 apr	(S) S3/1120		0900	" " " " Sta Maint Log 16 apr	1-62FW	
17 apr	S3/1121	1100		Comm. O. 17 apr - Amend. Letter #8, BFC	File	
18 apr	S3/1122		0900	S-3 Controllers Log 17/18 apr	1-62FW 1-S-2 1-White FC 1-File 1-Comm O	
18 apr	(S) S3/1123		0900	S-3 MLO Log " "	1-62FW 1-Comm. O. 1-File	
18 apr	(S) S3/1124		0900	Comm O - Filter O. Log " "	2-62FW 1-File	
18 apr	(S) S3/1125		0900	" " " " Sta Maint Log 17 apr	1-62FW	
18 apr	(C) S3/1126	0910	0930	71st AA Bde, 15 apr 801 Stam 15-17 Hq. Code Signs (2 cys)	2 AA LO	
18 apr	(S) S3/1127	0900	0930	MAAF, 13 apr - Amend 106 to Sig Routing Directory S/MAAF/FC (1)	Comm. O.	
18 apr	(S) S3/1128	0900	0930	15AF, 10 apr. Telemere Code - Findings	1-MLO	
18 apr	(S) S3/1129	1130	1550	White FC Cont. Log 15/16 apr	Cont	

0535

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION	
18 Apr	S3/1130	1130	1550	White FC Cont. Log 16/17 Apr	Cont Only	
19 Apr	S3/1131			S-3 Cont. Log 18/19 Apr	1-62FW 1-White FC 1-Comm O 1-S-2 1-File	
19 Apr	S3/1132			S-3 MLO Log 18/19 Apr	1-62FW 1-Comm O. 1-File	
19 Apr	S3/1133			Comm O-Filter O. Log 18/19 Apr	2-62FW 1-File	
19 Apr	S3/1134			" " " " Sta Maint Log 18 Apr	1-62FW	
19 Apr	(S) S3/1135	0830		62FW, 7 Apr - Report on Liaison trip to XV AF	1-	
19 Apr	S S3/1136	1030		62 FW, 15 Apr - Radar, Homer + Filter Status Report	1-File 1-Capt Burton 1-MLO 1-Cont	
19 Apr	(S) S3/1137	1315	20/1330	White FC Cont Log 17/18 Apr	Cont	GER
19 Apr	(S) S3/1138	1315	1320	62 FW, 19 Apr, SIG-P-281 + Freq-300/c-US-537 New Channels	Comm O	JRT.
20 Apr	(S) S3/1139	0800	0800	Safe area map and list of PW Camps - hospitals	Lt. McCoy KDP #1	
20 Apr	(S) S3/1140		0845	S-3 Cont. Log 19/20 April	1-62FW 1-White 1-Comm O 1-S-2 1-File	
20 Apr	(S) S3/1141		0845	S-3 MLO Log 19/20 "	1-62FW 1-Comm O 1-File	
20 Apr	(S) S3/1142		0845	Comm. O-Filter O. Log 19/20 Apr	2-62FW 1-File	
20 Apr	(S) S3/1143		0845	" " " " Sta Maint Log 19 Apr	1-62FW	
20 Apr	(S) S3/1144	0845	1330	5 Photo Gp(R), 15 Apr - Destination Code to Code map #2 for 23-29 Apr.	MLO	JWR
21 Apr	S3/1145		0900	S-3 Controllers Log 20/21 Apr	1-62FW 1-White FC 1-Comm. O 1-S-2 1-File	
21 Apr	S3/1146		0900	S-3 MLO Log 20/21 Apr	1-62FW 1-Comm. O 1-File	
21 Apr	S3/1147		0900	Comm. O.-Filter O. Log " "	2-62FW 1-File	
21 Apr	S3/1148		0900	" " " " Sta Maint Log 20 Apr	1-62FW	
21 Apr	(C) S3/1149	0930	0940	3rd Photo Gp(R), 19 Apr Destination Code to MAPRW #1 MAF, 23-29 Apr	MLO	[illegible]
21 Apr	(S) S3/1150	0930		57 Bomb Wg, 17 Apr, Target Code #49	MLO	
21 Apr	(S) S3/1151	0930		White FC Cont. Log 18/19 Apr	Cont	Omy
21 Apr	(S) S3/1152	0930		" " " " 19/20 Apr	Contl	Omy
21 Apr	(S) S3/1153	0930		XXII TAC, 18 Apr, Annex 1 to Ops. O. #9 2 cys	Cont	Omy
21 Apr	(R) S3/1154	0930		XII AF, 17 Mar / 1 Apr } Tech. memo 134-12 / " " 134-12A 6 cys ea	Cont	Omy
21 Apr	(S) S3/1153	1050		XXII TAC, 17 Apr - Station List (1 cy)		
21 Apr	(S) S3/1154	1050		62FW, 19 Apr - Station List (2 cys)	A-3 594	[illegible]

0536

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
21 Apr	(S) S3/1155	1700		62 FW OPERATIONS order #10 21 Apr	3-Co 594
21 Apr	(C) S3/1156	1700	22/0930	Hq 3rd Photo Gp 19 Apr Destination Code to MAPRW No 1 Map	1- MLO
22 Apr	(S) S3/1157		0915	S-3 Cont. Log 21/22 apr	1-62FW 1-S-2 1-White 1-Comm. O 1-File
22 Apr	(S) S3/1158		0915	S-3 MLO Log 21/22 apr	1-62FW 1-Comm. O 1-File
22 Apr	(S) S3/1159		0915	Comm. O - Filter O. Log 21/22 apr	2-62FW 1-File
22 apr	(S) S3/1160		0915	" " " Sta Maint Log 21 apr	1-62FW
22 apr	(S) S3/1161	0800		62FW, 21 apr - MGXAG-P-340 move of XXII TAC ADVANCE	File
22 Apr	(S) S3/1162	0800		62FW, 21 apr - MGAAP-P-327 travel to Yugoslavia	File
22 apr	S3/1163	1500	1530	Hq 62nd FW dtd 20 apr SOP ITEM S-6 adm	1- File
22 Apr	S3/1164	1500		White Cont Log 20-21 apr 21 apr	1- File
22 Apr	(S) S3/1165	1500		MAAF 16 apr Sig Routing Directory adm	1 Comm O
22 apr	(S) S3/1166	1500		MAAF 18 apr adm No1 to S/MAAF/TC(2) SRD	1 Comm O
22 apr	(S) S3/1167	1500		Copy #204 MAAF Sig Routing Directory	1- Comm O
23 apr	(S) S3/1168		0920	Cont Log for 22/23 apr 45	1-62FW 1-S-2 1-White 1-File 1-Comm. O
23 apr	(S) S3/1169		0920	MLO Log for 22/23 apr '45	1-62FW 1-Comm. O 1-File
23 apr	(S) S3/1170		0920	F.O. Log for 22/23 apr '45	2-62FW 1-File
23 apr	(S) S3/1171		0920	F.O. Sta Maint Log 22/23 apr	1-62FW
23 apr	(S) S3/1172		0945	S-3 Weekly Overlay of Hostile Tracks (negative)	2-62FW 1-File
23 Apr	(S) S3/1173	0900		Copy 17 (TS) OO #11 Hq 62nd FW. 19-20-21 Apr 45	5-file
23 apr	(S) S3/1174	0900		Copies 4-5-6 OO #12 - Hq 62FW dtd 21 apr	3 file
23 apr	S3/1175	0900		185 Sq. RAF, 20 apr - Request info on "Bullet 3F"	
24 Apr	(R) S3/1176	0800	0900	XXII TAC 19 Apr 45 Bomb + fuse selection	1- C.O.
24 Apr	(S) S3/1177	0810	28/1000	No 10 Field Signals Unit, RAF CME Telephone Code 29 Apr - 5 May	1- Cont
24 apr	(S) S3/1178	0810		White Cont Log 22/23 apr	1- File
24 Apr	(S) S3/1179	0810		White Cont Log 21-22 apr	1- File
24 Apr	(C) S3/1180	0810	0900	XXII TAC (adv) 23 Apr 45 Directive for L4-type First Light 24 apr	2- Cont
24 apr	S3/1181		0900	S-3 Cont. Log 23/24 apr	1-62FW 1-S-2 1-White 1-File 1-Comm O

0537

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
24 Apr	S3/1182		0900	S-3 MLO Log 23/24 Apr	1-62FW 1-Comm O 1-File
24 Apr	S3/1183		0900	Comm O - Filter O. Log 23/24 Apr	2-62FW 1-File
24 Apr	S3/1184		0900	" " " " Sta Maint Log 23/24 Apr	1-62FW
27 Apr	S3/1185	1000	1015	62FW - 12th AF Safe Area Map #1	1-S-2
27 Apr	S3/1186	1000	1030	62FW, 21 Apr - Monthly + Daily Maint. Pds.	10-Comm. O 1-File
27 Apr	S3/1187	1000	1030	1st Plat, Co. A, 594, 23 Apr - H/F Practice	1-Comm O
27 Apr	S3/1188	1000		71 AA Bde (5th Army), 22 Apr - Deployment Statement	1 File
27 Apr	S3/1189	1000	1030	62FW, 24 Apr - MGSIG-391-P Change in Admin Freq.	1-Comm O.
27 Apr	S3/1190	1000		62FW, 23 Apr - Memo - Airfield Info (5 cys)	3-File 1-Cont 1-MLO
27 Apr	S3/1191	1000	1030	66 AA Bde - British Call Signs, 25-30 Apr	1-Comm O
27 Apr	S3/1192	1000	1015	62FW - Colors of the Day 25-30 Apr	1-S-2
27 Apr	S3/1193	1000		FDP #2 - S.O.P. (3 cys)	File
27 Apr	S3/1194	1000	1015	62FW A-2 Env #1784	1-S-2
28 Apr	(S) S3/1195	0930	0945	MAAF, 21 Apr - Amend #2 to S/MAAF/TC (2) Sig Routing Dir	1-Comm O
28 Apr	S3/1196	0930	0945	62FW, 21 Apr - Envelope - Classified Radar Data	1-Comm O.
28 Apr	S3/1197	0930	0945	XXII TAC, 25 Apr - M-61-P Bologna A/F Call Signs	1-Comm O
28 Apr	(S) S3/1198	0945		Comm O - Blue FC Amend Letter #9 to 501	501 File
28 Apr	(S) S3/1199	0945		White FC Cont. Log 23/24 Apr	File
28 Apr	(S) S3/1200	0945		" " " " 24/25 Apr	File
28 Apr	(S) S3/1201	1045		62FW, 24 Apr - Ops. O. #14 (5 cys)	File
28 Apr	S3/1202	1045	29/1000	62FW, 24 Apr - Ops O. #15 (3 cys)	2-File 1-Cont
28 Apr	S3/1203	1045	29/100	62FW, 24 Apr - SOI Items 26-7, 24-10, 25-9, 22-12, 1-18, 20-8, 21-7, 51-8, 28-4, 12-8 (3 cys ea)	1 ea - File 1 ea - Cont 1 ea - Capt Burton
28 Apr	S3/1204	1045	29/1000	62FW, 22 Apr - Radar, Homer + Fixer Status Report (4 cys)	1-Capt Burton 1-Comm O 2-File
29 Apr	S3/1205		0900	S-3 Cont. Log 28/29 Apr	1-62FW 1-White FC 1-Comm. O 1-S-2 1-File
29 Apr	S3/1206		0900	S-3 MLO " " "	1-62FW 1-Comm. O. 1-File
29 Apr	S3/1207		0900	Comm O - FO " " "	2-62FW 1-File
30 Apr	S3/1208		0930	S-3 Cont. Log 29/30 Apr	1-62FW 1-White 1-Comm O 1-S-2 1-File

0538

S-3 IN - OUT REGISTER

DATE	REG #	IN	OUT	SUBJECT & HQ OF ORIGIN	DISPOSITION
30 Apr	S3/1209		0930	S-3 MLO Log 29/30 Apr	1-62FW 1-Comm O 1-File
30 Apr	S3/1210		0930	Comm. O - Filter O. Log 29/30 Apr	2-62FW 1-File
30 Apr	S3/1211		0930	" " " Sta Maint Log 29 Apr	1-62FW
30 Apr	S3/1212 (S)	1030	1040	62FW "TELECODE" (4 cys)	1-MLO 1-Filter O. 1-Cont. 1-Lt. Hamilton
30 Apr	S3/1213 (S)	1030		XXII TAC G.O. 43 25 Apr assign of Pontedera A/F to 4/4 NPS	
30 Apr	S3/1214 (S)	1030		XXII TAC 8 Apr Downgrading of Class. Docs.	
30 Apr	S3/1215 (S)	1330	1345	62FW, 26 Apr - "Telecode" (additions)	same as S3/1212
1 May	S3/1216		0900	S-3 Cont. Log 30/1	1-62FW 1-White 1-Comm O 1-S-2 1-File
1 May	S3/1217		0900	S-3 MLO " "	1-62FW 1-Comm. O. 1-File
1 May	S3/1218		0900	Comm. O. - Filter O. Log 30/1	2-62FW 1-File
1 May	S3/1219		0900	" " " Sta Maint Log 30 Apr	1-62FW
1 May	S3/1220	0950		White FC Cont. Log 25/26 Apr	File
2 May	S3/1221		0900	S-3 Cont. Log 1/2 May	1-62FW 1-White 1-Comm O 1-S-2 1-File
2 May	S3/1222		0900	S-3 MLO Log 1/2 May	1-62FW 1-Comm O 1-File
2 May	S3/1223		0900	Comm O - Filter O. Log 1/2 May	2-62FW 1-File
2 May	S3/1224		0900	" " " Sta Maint Log 1 May	1-62FW
3 May	S3/1225		0900	S-3 Cont. Log 2/3 May	1-62FW 1-White FC 1-Comm O 1-S-2 1-File
3 May	S3/1226		0900	S-3 MLO Log 2/3 May	1-62FW 1-Comm O. 1-File
3 May	S3/1227		0900	Comm. O. - Filter O. Log 2/3 May	2-62FW 1-File
3 May	S3/1228		0900	" " " Sta Maint Log 2/3 May	1-62FW
3 May	S3/1229 (C)	1100		XXII TAC, 27 Apr - Ops Memo #5A (2 cys)	
3 May	S3/1230 (S)	1100		XXII TAC, 25 Apr. Assign. of A/F (Bologna)	
3 May	S3/1231 (S)	1100		White FC Cont. Log 28/29 Apr	
3 May	S3/1232 (S)	1100		62FW, 28 Apr - Ops O. #16 (3 cys)	
3 May	S3/1233 (R)	1100		AAFEC/MTO, 15 Apr. - Airfield Status Report	
3 May	S3/1234	1100		XXII TAC, 24 Apr - Issuance of Orders auth. Air Travel	
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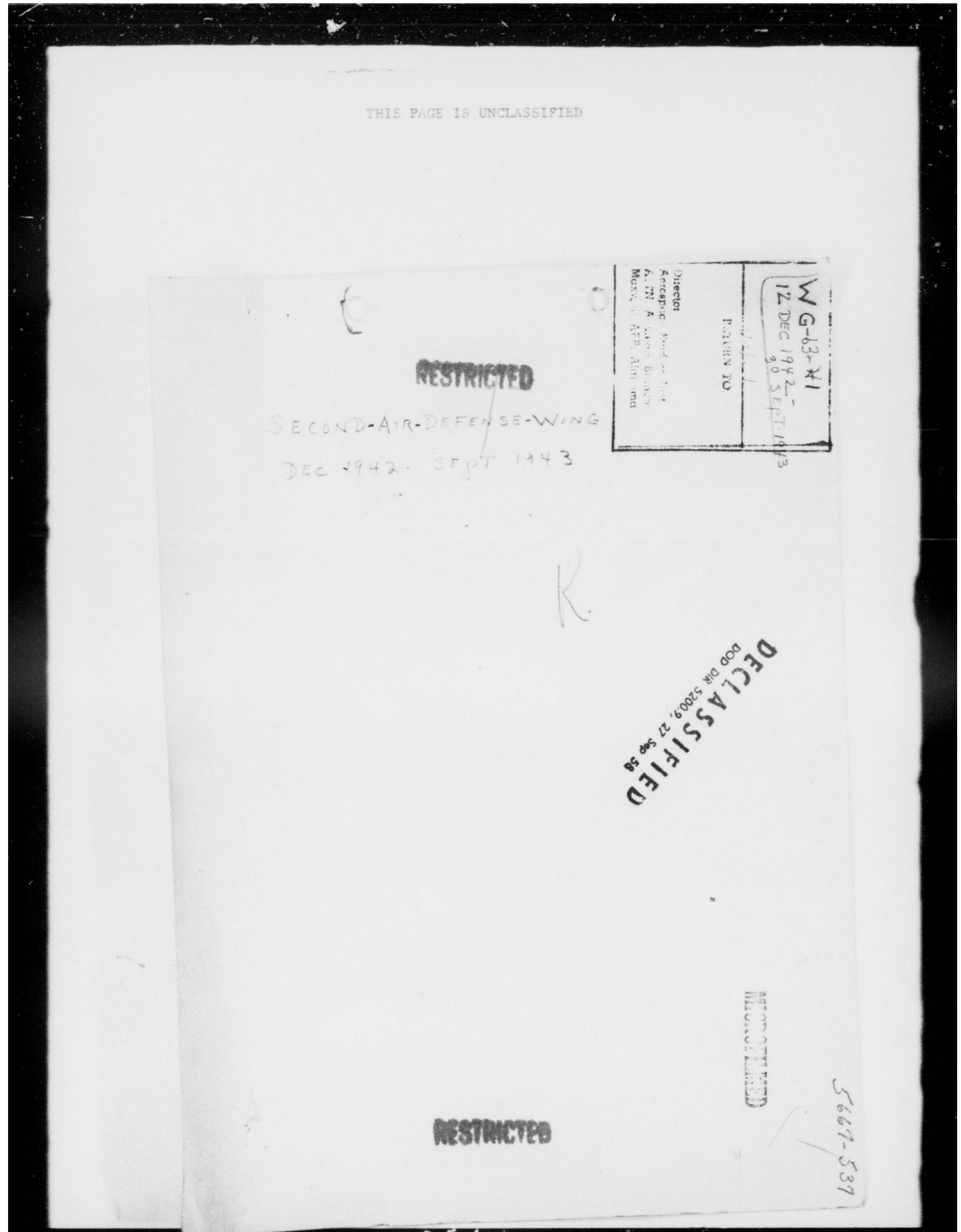
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RESTRICTED
SECOND-AIR-DEFENSE-WING
DEC 1942 - SEPT 1943
RETURN TO
Director
WG-63-#1
12 DEC 1942 - 30 SEPT 1943
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WIG-2-41
12 Dec 42

WAR DIARY
SECOND AIR DEFENSE WING
12 DECEMBER 1942 TO 30 SEPTEMBER 1943

SANTINI.

In early December, 1942, Colonel Davis D. Graves, Commanding Officer of the New York Air Defense Wing, received instructions to form the Second Air Defense Wing.

A cadre of officers and men was selected from the New York Wing. Other officers and men were selected from units of the First and Fourth Air Forces.

The Second Air Defense Wing was activated December 12, 1942 (General Order Number 31, Headquarters, I Fighter Command, 12 December 1942), with Colonel Davis D. Graves, commanding. A complete roster of officers assigned to the organization follows:

COMMANDING	:	Colonel Davis D. Graves
EXECUTIVE	:	Major Beaufort E. Buchanan
AIDE	:	1st Lt. Maurice R. Gutman
AIDE	:	2nd Lt. Andrew J. Trammel
A-1	:	Major Harry C. Parham
ADJUTANT	:	1st Lt. Neal E. Guy
STATISTICAL O.	:	2nd Lt. Thomas P. Watkins
SPEC. SER. O.	:	2nd Lt. Donald A. Hausknecht
FISCAL O.	:	Captain Albert E. Dowd
A-2	:	Major Augustus K. Mills
ASST A-2	:	1st Lt. George P. Davis, Jr.
ASST A-2	:	2nd Lt. Martin Stuk
ASST A-2	:	2nd Lt. Martin J. Farr
ASST A-2	:	2nd Lt. William W. White
ASST A-2	:	2nd Lt. George S. Owen
A-3	:	Major Richard A Ames
SR. CONTROLLER	:	1st Lt. Ernest J. Collins
CONTROLLER	:	1st Lt. Richard W. Platt

5667-527

SHEET NO. 1
OUTLINE HISTORY, SECOND AIR DEFENSE WING (REDESIGNATED: 63RD FIGHTER WING)
PERIOD 12 DECEMBER 1942 TO 30 SEPTEMBER 1943.

a. Original Unit.

(1) Designation: Second Air Defense Wing.

(2) Date of Organization: 12 December 1942.
(3) Place of Organization: Mitchel Field, New York.
(4) Authority for Organization:
(5) Sources from which personnel obtained: First and Fourth Air Forces.
(1 - 5 General Order 31, I Fighter Command, 12 December 1942.)

b.

c.

(1) 13 January 1943 - Total Strength: 225.
(2) End Of Period - 30 September 1943 - Total Strength: 3,444.
(63rd Fighter Wing, 30 September 1943 Strength Reports).
Monthly figures not available. Net increase and decrease will follow each month.

d. Stations.

(1) Mitchel Field, New York - Arrived, 12 December 1942 - Departed 13 January 1943.
(2) 13 January - 27 January 1943 - In transit.
(3) 27 January - 17 May 1943 - La Senia Airdrome (Oran, Algeria)
(4) 17 May - 8 August 1943 - Farm Caroline (Maison Blanche, Algeria)
(5) 8 August - 30 September 1943 - Reghaia Airfield, Algeria.

e. - k. - Nil.

SHEET NO. 2
WAR DIARY, SECOND AIR DEFENSE WING, 12-12-42 TO 30-9-43.

CONTROLLER	:	1st Lt. Howard G. Mac Donald
CONTROLLER	:	Captain Werner B. Thiele
FIGHTER O.	:	1st Lt. Frank M. Soden
FIGHTER O.	:	1st Lt. Herbert R. Peck
FIGHTER O.	:	1st Lt. Joseph R. Howard
IDENTIF. O.	:	1st Lt. Rolf B. Anderson
IDENTIF. O.	:	2nd Lt. Nunzio T. Mirenda
IDENTIF. O.	:	1st Lt. John C. Mc Cracken
A-4	:	Captain William M. Tidwell
ASST. A-4	:	1st Lt. William F. Bowen
ASST. A-4	:	2nd Lt. Richard W. Mainzer
WEATHER O.	:	2nd Lt. John Q. Jordan
AA LIAISON O.	:	Major Joe W. Leedom, Jr.
CHEM WARFARE O.	:	2nd Lt. Eli C. Mayfield
SURGEON	:	Major George J. Kanter
SURGEON	:	Captain Gerald W. Hayes
SURGEON (Att.)	:	1st Lt. Irving Cramer
ADM.	:	2nd Lt. George M. Conway
HQ. SQ. C.O.	:	Captain Joe B. Hughes
SECURITY O.	:	2nd Lt. Marvin E. Gillespie
SUPPLY O.	:	2nd Lt. Walter R. Dunk
MESS O.	:	2nd Lt. Willard R. Cullen
SQ. ADJUTANT	:	2nd Lt. Ray E. Douglas.

On December 12, 1942, Major Buchanan, and Lts. Mac Donald and White arrived at Santini, a sub post of Mitchel Field, L.I., with 20 enlisted men to set up the Wing area. On December 14th, the other officers and men from the New York Air Defense Wing arrived.

Immediately the Wing Headquarters began an intensive training program. The Staff sections engaged in practical staff work and exercises. The program also included instructions in chemical warfare, firing practice, close order drill and calisthenics. Special classes were held in aircraft recognition, fighter tactics, and other subjects applicable to our unit.

This program was augmented by lectures given by well known correspondents who had recently returned from the African theatre.

These were hectic days of organization. Often a group of men would arrive during the night without any equipment and it was necessary to place them temporarily in half-heated buildings until their qualifications were studied and they were either assigned to the Wing or returned to the replacement pool.

Supply was the main problem and continued to be until we embarked. All officers assisted in the supervision of receiving, issuing, crating, and loading of equipment and supplies. The various departments endeavored during this period to equip themselves with the tools of their trade. The A-4 left nothing to be desired in procuring TBA equipment, but "special" items were sometimes obtained by "foraging parties"; later this came to be known as "African, or moonlight requisitions".

The food was excellent at Santini. Mess Sergeant Bergman proved in no uncertain terms that the Second Air Defense Wing had the best Mess Sergeant in existence.

Life in the B.O.Q. was full of uncertainty, celebration, and packing. No two persons agreed on just what items for personal comfort and necessity would be needed in Africa. Lt. Collins, head of the "Collins P.X.", procured a complete stock of everything from shoe laces to delicate cans of Spam.

Each trip to the P.X. or to N.Y.C., and these were numerous, brought in new supplies -- money belts, chocolate bars, razor blades, flashlights,

shoes and boots, pistols, woolen underwear, watches, pocket knives, hunting knives (the longer the blade the more desirable) etc. Each night we all compared our latest acquisitions, tried to pack, and usually gave up, and indulged in a game of darts, cards or just plain bull sessions.

During the one month of living together everyone became intimately acquainted and an excellent spirit of comradeship was developed.

The legendary "five dollar meeting" was born at Santini. At the close of each daily staff meeting an "eager" sponsor of some worthy project for the benefit of all officers would take the floor and first persuade, then pass the hat. It is estimated that no less than $25.00 per officer was contributed to these vital causes, (Vitamin and calcium pills, phonograph records, atabrine, parties) without which life in Dark Africa would have been most unbearable.

The mud, snow, and rain were terrific. The days were cold, the nights even colder.

As Christmas approached, speculation ran ripe as to whether or not we would be on our way by that time, or is not, whether it would be possible to go home. The days rolled by, we were still "sweating out" moving orders when Christmas arrived. Short leaves were arranged, and those who lived within commuting distance spent at least part of the holiday at home. Christmas packages arrived in great number and the dull life of cold Santini could not completely dim the Christmas spirit. During the holiday season, consumption of Christmas food, both solid and liquid was on a big scale.

As time went on there were final inspections, the issuing of remaining equipment, and the famous dry runs.

No one knew the date of departure, but both officers and men were told that we would have approximately three days of confinement at Santini after definite orders were received.

A break for the officers came in the New Year's Party called " the night before New Year's Eve", which was given by the First and Second Wings at the Mitchel Field Officers Club.

This was believed at the time to be the final "Farewell" party and everyone was "all out" for an enjoyable evening. The mood was jovial, and the drinks and food disappeared exceedingly fast. The highlight and final event of the evening was Major Buchanan's direction of the swing session and the mixed chorus.

Santini was not exactly void of romance. Lt. Martin Stuk, of the A-2 Section decided upon a last minute wedding to Ann Patricia Boland of the WAAC's. With some excellent "staff work", the details were hurriedly arranged, and on the morning of January 2nd, 1943 the full military wedding took place at the Post Chapel with full attendance of the Wing officers, including Colonel Graves.

On the 7th, after our advance party had been several days at the Port of Embarkation, word came that our date of departure had been set. All were restricted. There was feverish activity of final packing and more inspections. As an anti-climax, word came that our departure had

been delayed three days more. Both officers and men stayed at the post and continued final work.

eventually on the 13th of January we took our places, complete with individual equipment, settled ourselves in a motor convoy, and took off for Staten Island -- Ship 707, Pier 13. It was a cold day, every man felt relieved in the realization that our days of preparation were ended and that at last we were on our way.

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S.S. SANTA PAULA.

The Second Wing Motor Convoy stopped at Pier 13. With unexpected swiftness, all were on Ship 707, the S.S. Santa Paula of the Grace Line.

We filed into our compartments, surveying our new home as we did so. The rooms had been assigned to the officers, and the men were quartered in three compartments which were very crowded.

The greatest surprise of the day was the sudden appearance of 195 WAACS and 5 WAAC Officers on the ship. This was the first contingent to be sent overseas. About 30 nurses were also on board. The WAACS and men held an impromtu "Community Sing" in the lobby after supper, and the corridors resounded to the strains of popular songs.

We went to bed for a restless night's sleep, not knowing when the ship would sail. At 0500 hours E.W.T. the Santa Paula rumbled and quivered as she slipped from the pier. None were up to witness the parting, there were no bands, no crowds, the Second Wing only turned over and slept on.

After an early breakfast everyone rushed to the deck hoping to see one last "Hollywood" view of New York, and the Statue of Liberty fading into the horizon. Nothing was visible except the fog, the murky waters, and other ships of the convoy.

This was a novelty, being at sea. Each officer made at least six daily trips from his room to the top deck. There was plenty to see for a land lubber. Our convoy numbered 22 vessels, including the escort. The battleship, Texas cruised along to port; a heavy cruiser on our

right, and an outer screen of six destroyers kept vigilant patrol to detect enemy submarines.

On the Santa Paula, rumor was the main ingredient of all conversation. Where were we going? Somewhere in North Africa was the general idea, but "well informed" guessers picked spots from Dakar to England. The second day we hit the Gulf Stream headed South. Perhaps we were stopping at Bermuda!

The bright sunshine and warm breezes of the Gulf Stream were a welcome change from the winter cold of Santini. For two days we were in this artificial springtime, and then came the cold, rough Mid-Atlantic.

The subject of sea sickness was discussed widely as the water started to get rough. Lt. John Q. Jordan maintained that without a doubt "seasickness is purely a state of mind". Lt. Jordan was the first to head for the rail and roll in agony in his bed. The WAACS were hard hit by this malady and languished in their rooms praying for a piece of solid earth to stand on.

"Action Stations", "Attack Eminent", "Abandon Ship" - these signals were given by the ringing of bells. Twice daily practice runs were held. The Navy gun crews would run down the narrow corridors like mad. The men double timed to their positions. During alerts all personnel wore cartridge belts, canteens, steel helmets, gas masks, and life jackets. Within five minutes the ship could be cleared in an orderly manner.
At first a U-boat attack was the fear of all, but each day the power and efficiency of the escort became more apparent and dispelled this fear.

SHEET NO. 9
WAR DIARY, SECOND AIR DEFENSE WING, 12-12-42 TO 30-9-43.

The officers mess was located in the roughest spot on the ship. The Chinese waiters with head Waiter Lim Yeng were very efficient as well as being quite entertaining with their dialect. The food was excellent. Only two regular meals, breakfast and dinner, were served. For lunch we always had cheese, crackers, tea, and "flesh flut" as Lin Yeng called it when he passed out the oranges.

The General Mess for the men was crowded and much too small to adequately serve the 2000 men on board.

A nightly feature for officers on the Santa Paula was the one hour class in aircraft recognition. These classes were held in the rocking, rolling dining room. The screen and projector were tied down, and in between 100° side rolls Lt. Owen flashed the planes on the screen at one tenth of a second to the line of "Ready, now, Click", Identification, FW 200K".

The moonlight nights will never be forgotten. Officers, nurses, men, and WAACS preferred staying on deck in the evenings, to the closeness of the compartments. The other ships were gray and somber in appearance as they silently glided along beside us. The night wing whipped the waves which broke in sparkling foam, tinted yellow by the moonlight. Cupid was not exactly absent, but there just weren't enough girls to go around, so bull sessions filled with speculation were in order as we leaned against the rail and the ship slowly but surely was rolling on to our destination. Inside evening pleasures consisted of bridge, poker, more bull sessions, or reading.

Days and nights passed hurriedly and the novelty of being at sea passed away. As the rolling and pitching grew more monotonous each day, every one began sweating out the arrival and solid ground.

The twelfth day out the water again became calm and it was apparent we were nearing land -- just what land we didn't know. Would we land at Casablanca, or go on through Gibraltar? Oran was believed to be the most likely port for us to land. As it grew dark on the evening of January 25th there in the distance to our right lay a brilliantly illuminated city. What a relief to see land, and the evidence of a city! It was Tangiers, once the International city until it was taken over by Franco. For over an hour we eagerly watched its brilliant lights. Then Tetuan came into view on the right with another blaze of light and mystery. We waited for a sight of the "Rock" on our left. Nearing midnight the moon came up and Gibraltar could be seen with no blackout. Only glimpses of the towering rock were seen because low clouds rose up and covered it from view. We went to bed knowing that we were at last in the Mediterranean -- at that time still a danger spot for our shipping. Danger of attack from air and by U-boat were ever present.

The morning of January 26th we were following closely the Spanish Moroccan coast. A flight of unidentified Spitfires appeared in the distance and at first an air attack was feared. Lt. Owen was called to the bridge and promptly identified them as A-20s. The escort of Corvettes plus the air cover gave us a feeling of safety. All were eager to set

foot upon land again and watched and waited. At mid-afternoon we were along the Algerian coast which is rough and rocky. At 1530 hours Oran's Santa Cruz Mountain with its broken back appearance came into view. Our convoy circled to the East and there was Oran visible in the distance. The city began to take shape as we approached. How surprised we were to see such a modern looking city, which was completely out of harmony with our "movie" conception of Africa - Frank Buck, Tarzan et al. Oran and its harbor from the sea present a rare view. We slid past the Oran Harbor into Mers El Kebir. There the might "Rodney" and "Nelson", the aircraft carrier "Formidable", and other units of the Royal Navy were anchored. It was dark as we finally drew up to the dock and were tied fast. American soldiers on the docks yelled for newspapers and magazines. They asked questions about "the States", and we inquired about the life here.

A short night's sleep was ended at 0400 hours when all were up, eating early, packing and getting ready for our turn to debark. At 0830 hours the Second Wing filed off the Santa Paula, fell into formation with immeasureable satisfaction that comes only to those who have been at sea for 13 days and then feel the good, steady earth under their feet. Solid ground is reassuring and Africa was at least stationary and not rocking. With "right face", "forward march", we turned our backs on our 13 day home with regret and relief, and marched down the docks toward Mers El Kebir and things to come.

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SHEET NO. 12
WAR DIARY, SECOND AIR DEFENSE WING, 12-12-42 TO 30-9-43.

ORAN

Every officer and man left the boat carrying full field equipment which included the following: Helmets, gas mask, rifle, tommy gun or pistol, 100 rounds of ammunition, pistol belt, first aid pack, and canteen, musette bag complete with meat can, change of linen, shaving equipment, and full day's supply of "C" rations. The uniform worn was wool O.D.'s, wearing leggins and our overcoats were either worn or carried.

We marched from the pier, in the order in which we embarked and debarked, about two miles through the town of Mers El Kebir, filled with its strangely garbed natives and foul smells. We stopped half way up a mountain overlooking the harbor of Mers El Kebir and remained there awaiting trucks. We were greeted by natives selling oranges and tangerines, and for the first time since leaving the U.S. we saw newspapers, being sold by Arab kids. The first paper we bought in Africa was the "Oran Republican", dated January 26th 1943. This issue carried the complete news of the meeting of President Roosevelt and Prime Minister Churchill at the Casablanca Conference. This was our first news about this meeting.

About 1400 hours the trucks came and we all loaded on them and were driven through the city of Oran to the railroad station to board the train that was to take us to a one horse town called St. Barbe Du Tlelat. It was on this train ride that we had our first taste of Algerian wine and had our first real look at the African landscape. The so called train and coaches were something one reads about, but seldom sees, with small dirty

coaches with hard wooden seats, but we were all so glad to be moving that we didn't mind this.

On arriving at St. Barbe, about 15 miles from Oran, we unloaded and proceeded on our six mile hike with full pack to our bivouac area #1, appropriately names "Mud Hill". We arrived at our destination around 2030 hours and everyone was ready to fall down from sheer exhaustion. When we arrived someone said "well, boys, this is it," and all we could see was a hill, nothing else. No tents, no fires, nothing but the cold African night and the colder ground. That night we managed to get some blankets, spread them on the ground and slept underneath the African stars. On awakening next morning we found that our blankets were sopping wet from the heavy dew that had fallen during the night. Needless to say, none of us will ever forget our first night in Africa.

We remained at "Mud Hill" for three days and then moved on to the La Senia Airdrome. Our advanced party made arrangements for our accommodations. We were housed in large three story red colored cement buildings that had formerly housed French Non-Coms. We were assigned rooms on the first floor; two officers were assigned to each room, which were large and airy and each room had a French door which led to the balcony. Each room had a wardrobe, a wash basin and mirror, and electric lights. It was a very comfortable arrangement and all the Wing officers were pleased with our new location. The barracks also had hot and cold showers. The water was salty, but nevertheless very welcome. The building where the

enlisted men were housed was of the same construction only the rooms were very large. We were soon ready to begin work in our new Headquarters.

The Second Air Defense Wing was instructed to take over the duties which were then being performed by the Western Algerian Composite Wing, part of the XII Fighter Command. After working with the officers of the W.A.C.W. for a period of about a week, the Wing took over all functions of air defense.

Our Headquarters was in a building quite similar to our barracks, with the exception that there were no balconies around the building. The A-1, Adjutant, S.J.A., Medical, and Defense Section occupied the East wing of the first floor, and the A-2, A-3, Communications Section, and Colonel Graves, and the Executive's office occupied the East wing of the second floor.

The Second Air Defense Wing was charged with the air defense of the region from the Spanish Morrocan border to 2° 13' East Longitude. Our defense included furnishing fighter protection to priority One and Two convoys that came into our area; anti-submarine patrol, and the protection against enemy air raids on the harbors and cities in our territory.

The Second Wing, in order to carry out these functions, operated an Information Center which was located in the Port of Oran. The first I.C. used was in Fort Limoune, the I.C. used formerly by the French, then by the W.C.A.W. This was used until the new I.C. for the Wing was completed. This I.C. was constructed and placed in operation in a tunnel

underneath a solid stone mountain near the Port of Oran. Ventilation for the tunnel was furnished from a suction fan constructed from a aircraft prop and motor. The tunnel was completely gas proofed and the ventilation system proved quite adequate.

Organizations attached to the Second Wing were the 560th Signal Air Raid Warning Battalion, the 78th Fighter Control Squadron, the 350th Fighter Group, flying P-39's, the 320th Bomb Group, flying B-26 Marauders, and the 68th Observation Group, flying A-20's.

The 560th S.A.W. Bn., operated the Filter Room, Message Center, and ground communications, and maintained radar stations located at strategic places along the coast in our area. The 78th Fighter Control Squadron operated the D/F Fixing and Homer stations, and radio communications.

Most of the radio equipment was located on Maribou Mountain, 1400 feet above the Port of Oran. All equipment was controlled remotely by cables from the I.C.

While at Oran the 78th Fighter Control Squadron installed and improved existing installations of the Fixer stations and ground to air channels. It was at Oran where the 78th first controlled a remote transmitter 150 miles away entirely by radio and succeeded in extending the range of the original transmitter over 300 miles.

During the first few weeks at La Senia the Second Wing had at various times attached to it these additional Groups: The 31st Fighter Group, which covered itself with glory in the later fighting in Tunisia, and the 52nd Fighter Group which also distinguished itself in the Tunisian Campaign.

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While at La Senia the A-2 Section of the Second Wing started what is believed to be the first complete and comprehensive aircraft recognition school in North Africa. The Remshaw system of recognition was used for the first time in North Africa and it met with great success. About three thousand men were given this 14 day course from every branch of the Service. Crews of the Combat Replacement School at La Senia were given this course and fighter pilots and bomber pilots were put through this training and the results were exceedingly good. From the letters of appreciation received, the efforts of the Second Wing in giving this course were well repaid. The Wing continued this training until the N.A.T.C. took over these duties. Even then, the Wing still continued to give this training to all those who asked for it.

The months of February through April in the Oran Region may best be described as a period of organization and testing in Air Defense work. Being one of the first Air Defense Wings to become operational overseas, there were many problems to solve, modifications to be made, and in general, many "kinks" in the system to be ironed out.

The problems that confront an Air Defense unit when taking over an area overseas are diverse and complicated. First, there is a large geographical area to defend from air attacks. The ports, supply points, cities, and airdromes are the main points to defend. Shipping must be protected from air attack and constant convoy protection (Fighter cover) patrol is necessary over high priority convoys. In the event of an enemy

ground attack, air support must be given to the ground defense forces.

Installations that must be set up and placed in immediate operation include radar stations throughout the area set up by the Signal Battalion. The AWS also sets up and operates ground communication lines, which is difficult where the existing civilian services are limited. Radio communications and DF fixing and homing stations are installed by the Fighter Control Squadron. The Information Center or "Sector Operations Room" is the hub of all sector control and it can operate successfully only if all the outlying installations function properly.

Then to this ground system the key of which is the I.C., must be added the Air units to complete the picture. Day and night fighters squadrons are necessary to provide the "striking force" to the ground set up.

In addition, close liaison must be maintained with the Anti-Aircraft (thru AA Liaison Officer in I.C.), Naval and Port Authorities, civilian defense organizations, local Allied ground forces and other air units in the area. All of these many things must be "tied together" to make Air Defense a success.

During this period there were no bombing attacks in the area. Enemy Reconnaissance Aircraft were often in the area. None of the aircraft were destroyed by our forces. They were usually at a very high altitude and the P-39's were no successful in intercepting at this extreme height.

The biggest job was the fighter cover given to convoys moving supplies up to the front.

Wing Personnel gained valuable experience during this time. Controllers and I.C. personnel showed marked improvement and the whole Wing Staff gained valuable knowledge.

With this growing confidence and increased efficiency, the Organization waited and hoped for a "hotter area".

During the stay at La Senia the officers and EM devoted their off duty hours to recreational games such as soft ball, volley ball, touch football, ping pong and horse shoe pitching. For those who did not care for this type of recreation, there were always hotly contested bridge games, gin rummy and of course the ever popular poker and black jack games.

At night the city of Oran was a popular place to go. The A.R.C. Club had some form of entertainment every evening and every Wednesday and Saturday a dance was held for the officers at their Red Cross Club. The EM enjoyed the same privileges at their own club. In addition, there were two French night clubs that proved very popular with the officers; the Florida Club and the Chantilly Club. These clubs both had a 3 or 4 piece French band which played American music. Only wines were served at both places and of cours the French girls flocked there in droves.

Another favorite pastime for the Wing officers and men was to have dinner at the various French restaurants. The food, of course, was not

up to par with that served in the American restaurants, but it helped to break the monotony of G.I. food. Several of the officers and EM were fortunate enough to make the acquaintance of some of the finer French families, and were invited time and again to have dinner with them. This proved to be an endless source of enjoyment and no one can question the deliciousness of French food prepared by the competent French housewives.

The Wing as a complete unit stayed at La Senia until on or about May 1st, 1943. At that time the Algiers Sector in addition to the Oran Sector was taken over by the Wing. It was necessary to leave behind a rear echelon of the Wing to operate the Oran Sector. The rear echelon was separated entirely from the Second Air Defense Wing as of Midnight, July 31, 1943. It became known as the 2689th Air Defense Region (Prov.). This new organization was commanded by Lt. Col. Beaufort E. Buchanan, the former Wing Executive Officer.

ALGIERS

Beginning May 1, 1943, members of the advanced party came to the Algiers Area. The new Headquarters and Operations Room were set up at Farm Caroline, which adjoins the airdrome at Maison Blanche. The 323 Wing (R.A.F.) had been in control of the Algiers Sector, and Operations Room at Farm Caroline. As members of the Second Air Defense Wing arrived, they worked with the R.A.F., and a smooth transition was made as the Second Air Defense Wing took command of the Algiers Sector on 17 May, 1943. This area included all the coast from Dupliex, Algeria (1° 43' E) to Cap Sigli (4° 47' E).

Wing Headquarters was set up in tents and two Nissen Huts. The officers and men were bivouaced in pyramidal tents.

The Sector Operations Room was located in the Carolina Farm House. It was small and compact and not on the elaborate scale as the Operations Room at Oran.

The Wing made several improvements in the installation. The DF fixer Room was made Sound Proof, and the fixer board improved. The Ops Room underwent alterations and the Filter Room rebuilt and also made sound proof. In layout and design, this is probably one of the best Filter Rooms in North Africa.

On the night of May 12th and 13th, before the Second Air Defense Wing took command, our personnel witnessed their first Air Raids. The brilliant flak barrage over Algiers was a thrilling sight.

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The Second Air Defense Wing assumed command of the Algiers Sector on 17 May, 1943. The fighter units under the Wing wer the 350th Fighter Group which came with the Wing from Oran and the 153 Night Fighter Squadron (R.A.F). The 350th Fighter Group was commanded by Lt. Colonel Marvin I. McNichol. The group was equipped with P-39's with two P-38's per squadron. The 345th and 346th Squadrons operated from Maison Blanche airdrome while the 347th Squadron was based at Taher. The 153 Night Fighter Squadron (R.A.F.) was Commanded by W/C William R. Moseby. This squadron was equipped with Beau-fighters and also was stationed at Maison Blanche. This unit was now under the Wing for Tactical Control only. During May and June the airfield at Reghaia was under construction and the Wing planned to move with its units to this field.

July 4, 1943 was the big inspection day. The A.C.C., N.A.C.A.F, A.V.M. Sir Hughes P. Lloyd and Brigadier General E. R. Quesada, Deputy A.C.C. were accompanied by Colonel Graves and members of his staff through the inspect-ion. A review of troops of the 56oth S.A.W. Bn., 78th Fighter Control Squad-ron, and Hq & Hq Squadron opened the days program. An Aerial review by P-39's of the 350th Fighter Group followed. The remainder of the day was devoted to inspection of unit areas and personnel. The A.C.C. and General Quesada expressed complete satisfaction with the inspection. Colonel Graves issued the following letter of Commendationn to all units of the command:

SHEET NO. 22
WAR DIARY, SECOND AIR DEFENSE WING, 12-12-42 TO 30-9-43.

5 July 1943

SUBJECT: Commendation.

TO : Commanding Officer, 560th Sig AW Bn.
Commanding Officer, 414th Night Fighter Squadron
Commanding Officer, Hq & Hq Sq, 2nd Air Def Wing
Commanding Officer, Det. 560th Sig AW Bn.
Senior Controller, Algiers Sector Operations.

1. Please convey to every Officer and every Enlisted Man in your organization my complete satisfaction and sincere appreciation of the results of the review and inspection held on 4 July.

2. The many noteworthy improvements made during the last thirty days were outstanding and reflected credit upon the entire personnel of the units to which this communication is addressed.

s/ DAVIS D. GRAVES

DAVIS D. GRAVES,
Colonel, Air Corps,
Commanding.

Wing Headquarters moved to Reghaia on August 8, 1943. The Operations Room remained at Farm Caroline. Reghaia airfield was at this time in full operation. This airfield was used exclusively by the Wing for Air Defense. The 350th Fighter Group Headquarters with two squadrons, 345 and 346, were based here. The 153 Night Fighter Squadron and the 414th Night Fighter Squadron (AM), which was added to the Wing in July, were also based here. The 320th Service Group took care of the base functions.

The Wing Headquarters and bivouac area were only ¼ mile from the Mediterranean. The wide sandy beach was a source of enjoyment and recreation during the hot summer months.

Our first Athletic Field Day was held at Reghaia on August 10 against the 560th Signal AW Battalion officers and men. In the morning there were two softball games, one between officers and the other between the enlisted men. The Wing won both of these close games, to take a 20 point lead. During the afternoon track and field events, comedy races, obstacle races and volley ball made up the program. Competition was keen, but the Wing managed to hold a small lead, finally wining the met by 3 points - 132-129.

On September 6, 1943 the 63rd Wing held a "Victory Dance" at the Cosair Hotel, Sercouf, Algeria. There were over 100 Nurses, W.R.E.N officers, and civilian girls and about 90 Officers present. Refreshments consisted of Champagne, and cocktails to drink, and real Chicken sandwiches, stuffed eggs, olives, fruit and cake to eat. Each lady guest was presented with a corsage upon arriving. A 15-piece orchestra played on the terrace for

dancing. Among the notable guests were Air Vice Marshall Sir Hughes P. Lloyd, A.O.C., N.A.C.A.F., and Brigadier General E. R. Quesada, Commanding General, XII Fighter Command.

This, without a doubt, was one of North Africas best parties. A treat in itself was the fact that for once there were more women than men present!

On September 11, 1943, the 63rd Fighter Wing went to the Sercouf Camp of the 153 Squadron (R.A.F.) fpr a "Sports Day" Program. The banner at the Camp entrance read "Welcome Yanks, Come and Get a Licking".

The program opened with a softball game. The Wing won this game by a wide margin. The volley ball match for the best two games out of three was won by the Wing Officers team which took two games straight. To end the morning's activities, Rifle Matches were held on the beach. The Wing Sharpshooters edged out a 12 - 10 point decision in this match. After lunch numerous swimming and water events took place. The R.A.F. was superior in every event and caught up in the scoring. Tea was served at 1530. Then came track and field events, tug-o-war, and finally an obstacle relay race. The tug-o-war was a terrific fight to win two out of three pulls. Colonel Graves team fought and strained to win two straight pulls. The meet depended upon this match and each team went "all out" for a victory. After the hard earned Wing victory, our hosts treated us to an excellent dinner followed by a concert of R.A.F. talent. This day was outstanding in the high type of sportsmanship exhibited by both units and also by the spirit of commradeship that was evident.

The 350th Fighter Group and the 153 Night Fighter Squadron (R.A.F.) made an efficient combat team in the Air Defense system. The day fighters had the tough job of catching the elusive enemy recconnaissance aircraft. To destroy these aircraft was highly important because these advanced eyes of the enemy reported the position of convoys and the amount of shipping in the harbors. His air raids were dependent upon his recce planes getting through.

The night fighters squadron was employed against the enemy's night bombing attempts on harbors and shipping. This squadron furnished protection not only for the Algiers and Djidjelli Sectors, but often as far as Oran to the West, and Tunis to the East. Their victories added up almost nightly and their work effectively broke up enemy bombing attempts.

In the following victory chart, the record for August shows 6 Recce aircraft destroyed and 1 probably destroyed. P-38 aircraft accounted for 3 destroyed and one probably destroyed; P-39 aircraft destroyed two; and a Beaufighter destroyed one. These victories demonstrated expert skill in "controlled interception" methods.

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SHEET NO. 26
WAR DIARY, SIXTY THIRD FIGHTER WING, 12-12-42 TO 30-9-43.

MONTH	SQUADRON	DESTROYED	PROBABLE	DAMAGED
May	153	6 JU - 88 3 SM - 79		
June	346	3 FW -190 2 JU - 88		
	347	1 JU - 88		
	153	4 HE - 111 2 SM - 79 5 JU - 88		
July	346	1 JU - 88		
	414	2 SM - 82		
August	346	2 JU - 88		
	347	3 ME - 109	1 ME - 109	
	414	1 JU - 88		
	153	3 JU - 88 3 HE - 111	1 JU - 88 1 HE - 111	
September	1/5	1 JU - 88		
	347	2 ME - 109		

TOTALS THROUGH SEPTEMBER 30, 1943.

Destroyed	Probably Destroyed
16 Recce Aircraft	1 Recce Aircraft
28 Bomber Aircraft	2 Bomber Aircraft

TOTALS BY SQUADRONS THROUGH SEPTEMBER 30, 1943.

Squadron	Destroyed	Probable
153	26	2
346	8	
347	6	1
414	3	
1/5	1	
	44	3

First Lieutenant Andrew J. Trammel, son of Mr. and Mrs. A. E. Trammel of Des Moines, Iowa was awarded the Soldiers' Medal for courage and stamina in attempting to save the life of a drowning soldier in the Mediterranean Sea near Reghaia, Algeria. Lt. Trammel came overseas with the Wing and is a member of the Operations Section.

Lt. Trammels' citation of award follows, "While swimming in the Mediterranean Sea, Lt. Trammel heard a call for help from a soldier who was struggling against a strong undertow and attempting to support an unconscious companion. Lt. Trammel unhesitatingly swam to the scene and displaying unusual courage and stamina, succeeded in towing both men to shore, where futile efforts were made to revive the unconscious victim. His courageous action in attempting to save the life of the drowning man, and in rescuing the nearly exhausted soldier, have reflected great credit upon himself and the Armed Forces of the United States".

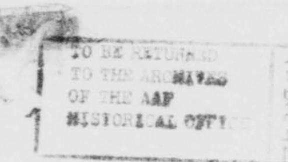
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SECOND AIR DEFENSE WING

DEC 1942 - SEPT 1943

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SHEET NO. 1
OUTLINE HISTORY, SECOND AIR DEFENSE WING (REDESIGNATED: 63RD FIGHTER WING)
PERIOD 12 DECEMBER 1942 TO 30 SEPTEMBER 1943.

a. Original Unit.

(1) Designation: Second Air Defense Wing.

(2) Date of Organization: 12 December 1942.
(3) Place of Organization: Mitchel Field, New York.
(4) Authority for Organization:
(5) Sources from which personnel obtained: First and Fourth Air Forces.
(1 - 5 General Order 31, I Fighter Command, 12 December 1942.)

b.

c.

(1) 13 January 1943 - Total Strength: 225.
(2) End Of Period - 30 September 1943 - Total Strength: 3,444.
(63rd Fighter Wing, 30 September 1943 Strength Reports).
Monthly figures not available. Net increase and decrease will follow each month.

d. Stations.

(1) Mitchel Field, New York - Arrived, 12 December 1942 - Departed 13 January 1943.
(2) 13 January - 27 January 1943 - In transit.
(3) 27 January - 17 May 1943 - La Senia Airdrome (Oran, Algeria)
(4) 17 May - 8 August 1943 - Farm Caroline (Maison Blanche, Algeria)
(5) 8 August - 30 September 1943 - Reghaia Airfield, Algeria.

e. - k. - Nil.

C O P Y C O P Y

GENERAL ORDER) CONFIDENTIAL
:
NUMBER 31)

HEADQUARTERS, I FIGHTER COMMAND
MITCHEL FIELD, NEW YORK
12 DECEMBER 1942

1. Pursuant to authority contained in letter AG, 320.2 (12-8-42) OB-I-AF-M 12 DECEMBER 1942, Subject, "Constitution and Activation of Certain Air Defense Wings", the following units are activated as of 12 DECEMBER 1942 with stations as indicated:

UNIT	STATION OF ACTIVATION	PERMANENT STATION
Hq & Hq Sq 1st Air Defense Wing	Mitchel Field, N. Y.	Mitchel Field, N.Y.
Hq & Hq Sq 2nd Air Defense Wing	do	do
Hq & Hq Sq 3rd Air Defense Wing	do	do

2. Cadre personnel for above units will be supplied by 1st Air Force and 4th Air Force.

3. Filler personnel for these units will be requisitioned in the usual manner.

4. AAF Regulations 15-127, April 23, 15-128, May 8, and 15-107, June 8, 1942 and Technical Order 00-25-3A will be complied with immediately.

5. These Air Defense Wings will be organized in accordance with T/O 1-550-1, November 26, 1942, less columns 8,9, and 10.

6.a. Equipment for these units will be in accordance with Table of Basic Allowances 1, July, 1942 for a Fighter Wing, Hq & Hq Sq plus certain additional items of equipment to be specified by the Commanding General Army Air Forces, (Director of Air Defense)

b. Original issue of equipment for these units will be shipped by Chief of Supply Services direct to home station, marked for unit concerned.

c. These units will have an A-2 priority rating for controlled items of equipment.

7. A report will be submitted without delay to the Commanding General, Army Air Forces (Attention AFMAG, Publications Section-20 copies) Commanding General, AF, EDC, & 1st Air Force and this hq as to the size of cadre furnished.

8. FD 33 P 433-01 02 03 04 05 07 08 A 0425-23.

By command of Brigadier General TAYLOR:

R. B. TRAVIS,
Major, Air Corps,
Adjutant.

OFFICIAL:
s/ R. B. TRAVIS,
R. B. TRAVIS,
Major, Air Corps,
Adjutant.

NEAL B. GUY,
Captain, Air Corps,
Adjutant.

C O P Y C O P Y

HEADQUARTERS
SECOND AIR DEFENSE WING
APO 525

3 February 1943

GENERAL ORDERS)
:
NUMBER 1)

1. Pursuant to authority contained in General Order #3, 12th Air Force, dated 5 January, 1943, as amended by VOCG, 12th AF, the undersigned hereby assumes command of the tactical units within the area east of the Moroccan - Algerian border inclusive of Oujda to N-S line thru Cape Tenes.

s/ DAVIS D. GRAVES,

DAVIS D. GRAVES,
Colonel, Air Corps,
Commanding.

HEADQUARTERS
SECOND AIR DEFENSE WING
APO 525

7 May 1943.

SUBJECT: Movement Orders.

TO : Commanding Officer, All Units, 2nd Air Defense Wing.

1. In accordance with instructions received from the Air Officer Comanding, Northwest African Coastal Air Force, the elements of the 2nd Air Defense Wing will move to the Algiers Area in accordance with the following plan:

a. It has been decided that the 2nd Air Defense Wing will gradually take over the Maison Blanche Sector. Subject change will become effective at 0001 hours, 10 May 1943, when the 2nd Air Defense Wing Command Post will be established temporarily at Farm Caroline (APO # 525) adjacent to Maison Blanche Sector Operations. Later, at such time as the Reghaia Airdrome is completed the Wing Headquarters will move to that station.

b. The Operations Room Staff is to double bank with the Maison Blanche Staff for a period of approximately two weeks at which time the Maison Blanche Operations Staff will move elsewhere. The M.R.U. will remain as at present, and will not be taken over by American personnel, The C.O.L.'S and G.C.I.'S will be replaced gradually by American personnel, and equipment. The American sets will be moved into a site adjacent to the present British sites and will take over only when they are operating satisfactorily. The British equipment and crews then be relieved for other duty. Every opportunity is to be taken of doubling up British and American personnel, and as much training as possible should take place during the change over period.

c. The Oran Sector will be assigned one squadron, the 92nd Squadron of the 81st Fighter Group, which will move to Warnier Field until such time as Lapasset is completed. This Squadron will keep a small detachment at Tafaraoui.

d. Coincident with the move of the 92nd Squadron to Warnier, the 345th Fitr Sq, of the 350th Fitr Group, and the Group Headquarters, will move to Maison Blanche.

e. At a later date, the 346th Fitr Squadron will move from the Oran Area to Maison Blanche.

f. The Second Air Defense Wing is to be composed of the following units in the forward area.

(1) 350th Fitr Group
(2) 153 Squadron, RAF, Night Fighters
(3) 560th Signal AW Battalion
(4) 78th Fitr ControllSquadron

CONTINUED:

g. The Air Force Sector Control in the Oran Area will be under the Command of Lt. Colonel JOHN C ZAHN, O-286998, AC, and will be composed of the following units which will be brought to authorized strength when opportunity permits:

(1) 92nd Fitr Squadron
(2) Certain British Tactical Units
(3) 561st Signal AW Bn.
(4) Detachment of the 2nd Air Defense Wing, Headquarters.
(5) Detachment of the 560th Sig AW Bn.
(6) Detachment of the 78th Fitr Con Squadron.

h. The Command post of the Sector Commander of the Oran Area will be established in the Oran Group Operations Center at 0001 hours, 10 May 1943.

BY ORDER OF COLONEL GRAVES:

s/ NEAL E. GUY

NEAL E. GUY,
Captain, Air Corps,
Adjutant.

HEADQUARTERS
SECOND AIR DEFENSE WING
APO 525

27 June 1943

SUBJECT: Commendation.

TO : All Units.

1. On 26 June 1943, 1st Lt. John A Urban of the 346th Fighter Squadron was successful in shooting down an high altitude JU 88 recconnaissance aircraft in the Algers Area from a P-38. This was a particularly valuable recconnaissance aircraft since the crew had taken pictures of Alger Harbor.

2. This accomplishment shows perfect controlling on the part of the Sector Controller, 1st Lt. Howard G. McDonald and superior work by the pilot. This also reflects credit upon all organizations and personnel of the 2nd Wing for doing their job and thereby contributing directly or indirectly to this success.

3. I desire to congratulate all officers and men of the 2nd Wing on our first all American Victory.

s/ DAVIS D. GRAVES

DAVIS D. GRAVES,
Colonel, Air Corps,
Commanding.

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: S E C R E T :
: Auth: CG, NATOUSA :
: Initials: A.B.R. :
: 5 August 1943 :

HEADQUARTERS
NORTH AFRICAN THEATER OF OPERATIONS
UNITED STATES ARMY
APO 534

AG 322.082/100 A-O

5 August 1943

SUBJECT: Redesignation of Headquarters and Headquarters Squadron, Air Defense Wings.

TO : Commanding General, Northwest African Air Forces, APO 650.

1. The following units are redesignated as indicated, without change in authorized strength, station or assignment:

Present Designation	New Designation
Hq & Hq Sq, 1st Air Defense Wing	Hq & Hq Sq, 62nd Fighter Wing
Hq & Hq Sq, 2nd Air Defense Wing	Hq & Hq Sq, 63rd Fighter Wing
Hq & Hq Sq, 3rd Air Defense Wing	Hq & Hq Sq, 64th Fighter Wing

2. a. Effective this date the units named in paragraph 1 will be serviced by the 16th Machine Records Unit, APO 650.

b. Unit reports of change will be made for both the old and new unit designations in accordance with AR 345-800.

c. Both final and initial rosters will be made on WD AGO Form 309 in accordance with AR 345-900.

d. Rosters and unit reports of change will be forwarded to the 16th Machine Records Unit.

3. The dates of redesignation will be reported to The Adjutant General, Washington, D. C. and to this headquarters without delay.

4. Authority: War Department letter AG 322 (15 Jul 43)OB-I-AFRPG-M, dated 24 July 1943, subject: "Redesignation of Headquarters and Headquarters Squadron, Air Defense Wings."

By command of General EISENHOWER:

s/ A.B. KING

A. B. KING,
Major, AGD.,
Asst Adjutant General

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HEADQUARTERS
SECOND AIR DEFENSE WING
APO 525

GENERAL ORDERS)
:
NUMBER 11)

15 August 1943

1. Pursuant to VOAOC, NACAF, this organization assumes responsibility for the operation and administration of the Djidjelli Sub-sector as of this date.

2. Personnel for the operation of the Djidjelli Sub-sector will be furnished by the Algiers Fighter Sector, and will relieve the persent British poerating personnel as soon as respective operating personnel have been properly briefed.

3. MAJOR JAMES C. THORSEN, O-401549, AC, Command Officer, 347th Fighter Squadron, is designated Commanding Officer of the Djidjelli Sub-sector. MAJOR THORSEN, in addition to his responsibilities as Commanding Officer, Djidjelli Sub-sector, is also designated Commanding Officer, Taher Airfield. The Commanding Officer of the Djidjelli Sub-sector is responsible to the Commanding Officer, 2nd Air Defense Wing, for operational and administrative control.

4. CAPTAIN KERMIT R. DYKE, O-23318, AC, is assigned as Senior Controller of the Djidjelli Sub-sector and as such is responsible for the operation of the sub-sector operations and the outlying installations of the sector.

5. 1ST LT RICHARD A. ZAIS, O-1634496, SC, 560th Signal AW Bn., is designated as Signal Officer, Djidjelli Sub-sector.

6. 1ST LT GEORGE L. TIMME, Jr., O-854224, AC, 78th Fighter Control Sq., is designated as VHF Communications Officer.

7. The 2nd Air Defense Wing staff, the Commanding Officer, 78th Fighter Control Sq., and the Wing Signal Officer will have the same responsibility for the operation and the administration of the Djidjelli Sub-sector as they now have over the Algiers Fighter Sector.

By order of Colonel GRAVES:

NEAL E. GUY,
Captain, Air Corps,
Wing Adjutant.

OFFICIAL:

s/ NEAL E. GUY,

NEAL E. GUY,
Captain, Air Corps,
Wing Adjutant.

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HEADQUARTERS
XII FIGHTER COMMAND
APO 525

6 September 1943.

GENERAL ORDERS)
:
NUMBER 5)

SECTION I --- ASSIGNMENT OF UNIT.

The 2685th Fighter Control Squadron is assigned to the 2688th Hq & Hq Sq.

SECTION II --- ATTACHMENT OF UNITS.

The following units are detached from parent units show and are attached to the 2688th Hq & Hq Sq for operational and administrative control.

Company "B", 562nd Signal Air Warning Battalion
Company "C", 562nd Signal Air Warning Battalion
Company "C", 560th Signal Air Warning Battalion

SECTION III --- ASSIGNMENT OF ORGANIZATIONS.

The following organizations are assigned to the 63rd Fighter Wing.

2688th Hq & Hq Sq
2689th Hq & Hq Sq

By command of Brigadier General QUESADA:

W.W. BATCHELDER,
Lt. Col., Air Corps,
Executive.

OFFICIAL:

s/ GEORGE REATH

GEORGE REATH,
Captain, Air Corps,
Acting Adjutant General.

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HEADQUARTERS
XII FIGHTER COMMAND
APO 525

12 September 1943.

GENERAL ORDERS)
:
NUMBER 9)

SECTION I --- ASSIGNMENT OF FIGHTER SECTOR.

Casablanca Fighter Sector is assigned to the 63rd Fighter Wing. Personnel of this Command now in this Sector will be assigned as the 63rd Fighter Wing directs.

By command of Brigadier General QUESADA:

W.W. BATCHELDER,
Lt. Col., Air Corps,
Executive.

OFFICIAL:

S / GEORGE REATH,

GEORGE R. REATH,
CAPTAIN, AIR CORPS,
Acting Adjutant General.

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HEADQUARTERS
XII FIGHTER COMMAND
APO 525

1 October 1943.

GENERAL ORDERS)
:
NO..........22)

COMMENDATION, 63RD FIGHTER WING, UNITED STATES ARMY AIR FORCE

The 63rd Fighter Wing is commended for outstanding performance of duty. The manner in which this Wing organized provisional units from personnel and equipment available to it, demonstrates a spirit of cooperation which reflects creditably upon it. The efficient manner in which the 63rd Fighter Wing organized the air defense of the ************** Sectors reflects great credit upon its combat efficiency. The efficient manner in which every organization and unit---French, British, and American---that is assigned or attached to the 63rd Fighter Wing has performed its duties also reflects creditably upon the 63rd Fighter Wing. The leadership of all of the officers and men of the Wing, as well as the British, French, and American units that have served under it, is a source of satisfaction.

s/ E. R. QUESADA,

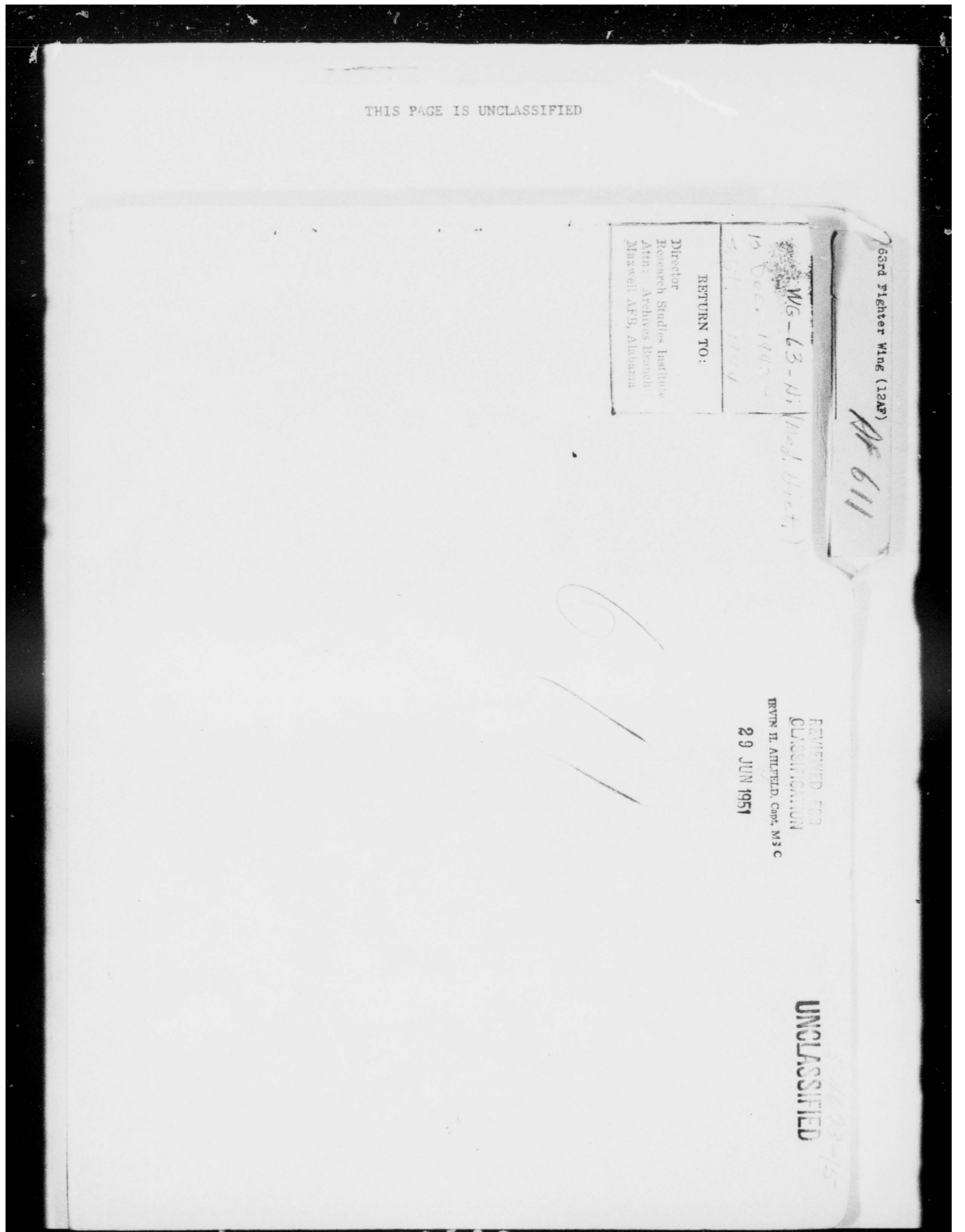
E. R. QUESADA,
Brigadier General, U.S.A.,
Commanding.

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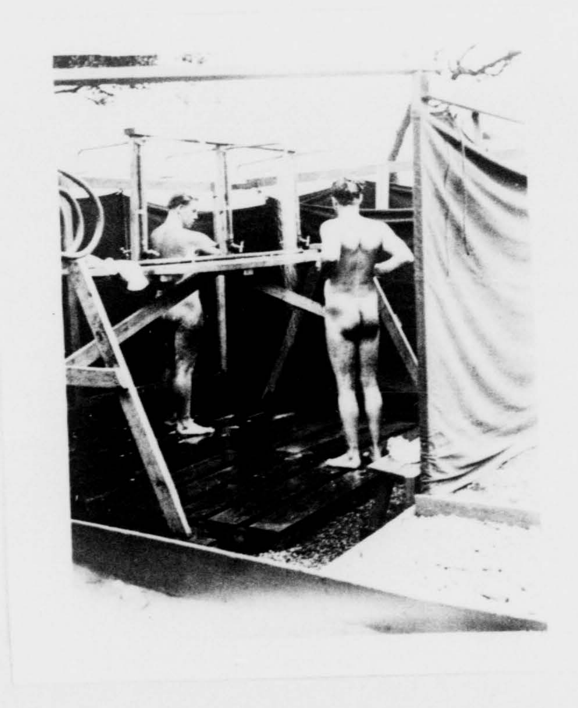
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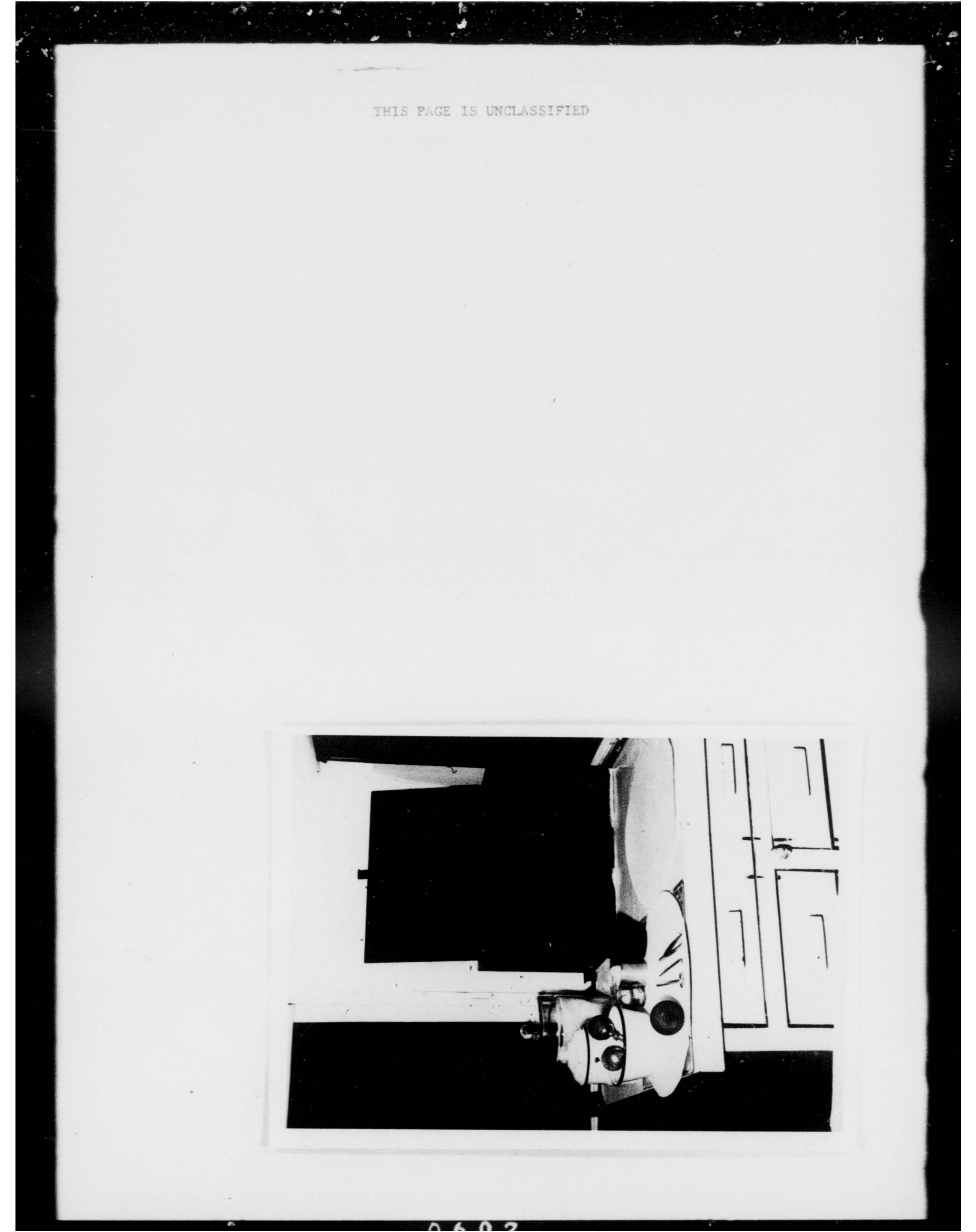
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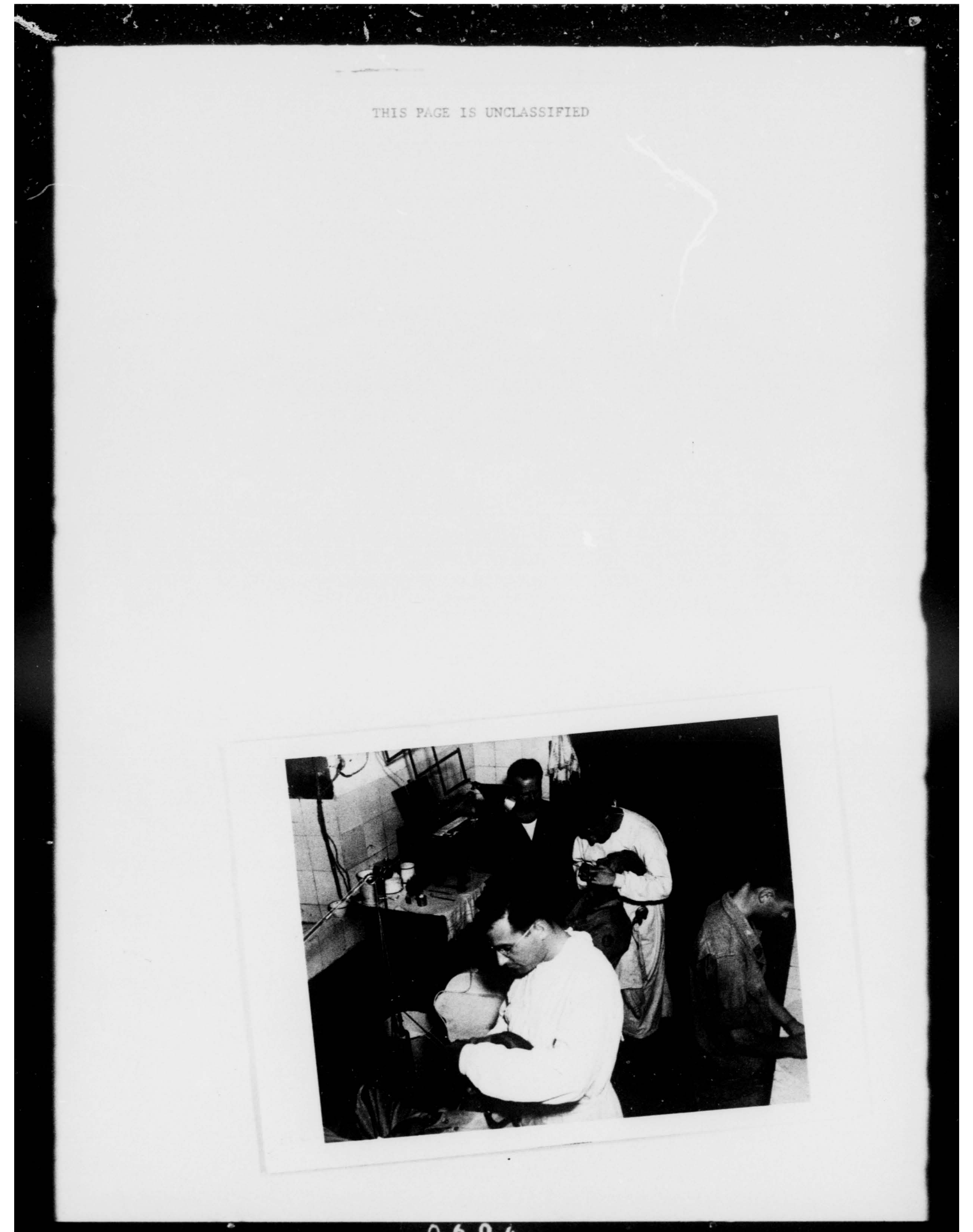
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HEADQUARTERS
SIXTY THIRD FIGHTER WING
Office of the Surgeon

MED-RW/rb

APO 650
30 October 1944

SUBJECT: Medical History.

TO: Surgeon, Hq, AAFSC/MTO, APO 650, U. S. Army.

In compliance with Memorandum 25-13, Hq, AAFSC/MTO, dated 12 July 1944, the following medical history is herewith submitted for the period 1 July 44 to 30 Sept 44. Inasmuch as the 63rd Fighter Wing became non-operational 30 Sept 44, this will be a final history until such time as the Wing resumes operations.

1. PREVIOUS HISTORY

The previous history of this organization was thoroughly covered in the original history submitted for the six month period of 1 Jan 44 to 30 June 44.

2. ADMINISTRATIVE HISTORY

During the entire three month period for which this history is rendered, the 63rd Fighter Wing was in the process of reorganization. There were many changes in both our own own organization and in subordinate units. Eventually, all units under administrative and operational control of the Wing were either disbanded or reassigned to other headquarters, with the exception of the 560th Signal AW Bn, the 325th Fighter Control Sq, and numerous small Signal Surface Warning Platoons which are not authorized medical officers and do not render medical reports. Consequently, the administrative duties of the Surgeon's Office were greatly decreased during this three month period.

The T/O & E under which we are now operating is the one under which we came overseas in January 1943 - T/O & E No. 1-550-1 - a copy of which was enclosed in the original history submitted by this organization. Of the medical officers who came overseas with the Wing, none are any longer with it, one having returned to the States and two reassigned. Of the original group of enlisted men, but three remain assigned to the Wing. The following are the personnel which took place during the past three months:

NAME, RANK & ASN	REMARKS
Lt. Col. GEORGE J. KANTOR, O-286418, MC.	Reld fr 63rd FW and trfd to XII TAC per par 1, SO 255, XII Fitr Comd, dated 19 Sept 44.
Major GERALD W. HAYES, 1692359, MC.	Reld fr 63rd FW, asgd to 6503rd Fitr Contr Area and DS to 63rd FW per par 2, SO 106, Hq, 63rd FW, 3 Sept 44. Reld fr asgmt to 6503rd FCA and asgd to 63rd FW perpar 12, SO 115, Hq, 63rd FW, 17 Sept 44. Returned to the U. S. per Ltr O, NATOUSA.

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Major ROBERT WEXELBLATT, 0373667, MC.	Reld fr dty with 6500th Fitr Contr Area and asgd to 63rd FW per par 89, SO 118, Hq, 63rd FW, 21 Sept 44.
Capt. CHARLES G. BROHM, O-1894337, MC.	Reld fr 6503rd Fitr Contr Area and asgd to 63rd FW per par 26, SO 118, Hq, 63rd FW, 21 Sept 44.
Capt. FRANCIS M. HAUCH, O-521909, MC.	Reld fr 6501st Fitr Contr Area and asgd to 63rd FW per par 45, SO 118, Hq, 63rd FW, 21 Sept 44. Reld fr 63rd FW and trfd to 3rd Photo Tech Sq per par 4, SO 283, 12th AF, 13 Oct 44.
Capt. GUS L. HOYT, O1701245, MC.	Reld fr 6500th Fitr Contr Area, asgd to 63rd FW and plcd on DS to 594th Sig AW Bn per par 112, SO 118, Hq, 63rd FW, 21 Sept 44. Reld fr 63rd FW and DS to 594th Sig AW Bn and trfd to 561st Sig AW Bn per par 10, SO 273, XII Fitr Comd, 11 Oct 44.
Capt. JULIUS C. ROBBINS, O-444064, DC.	Reld fr 63rd FW and asgd to 560th Sig AW Bn per par 42, SO 118, Hq, 63rd FW, 21 Sept 44.
Capt. SIDNEY L. TAMES, O-1689754, DC.	Reld fr 63rd FW and asgd to 561st Sig AW Bn per par 44, SO 118, Hq, 63rd FW, 21 Sept. 44. Rescinded per par 4, SO 277, XII Fitr Comd, 15 Oct 44.
T/Sgt. FRED P. D'ADDARIO, 32189687	Reld fr 6503rd Fitr Contr Area and asgd to 63rd FW per par 95, SO 118, Hq, 63rd FW, 21 Sept 44.
S/Sgt. JOSEPH A. COSTELLO, 32221370	Reld fr 6503rd Fitr Contr Area and asgd to 63rd FW per par 95, SO 118, Hq, 63rd FW, 21 Sept 44. Reld fr 63rd FW and trfd to Hq, 27th Fitr Gp per par 5, SO 284, XXII TAC, 23 Oct 44.
S/Sgt. NELLO (NMI) DENOFRIO, 32211582	Reld fr 63rd FW and trfd to 27th Fitr Gp per par 8, SO 276, XII Fitr Comd, 14 Oct 44. Rescinded per par 5, SO 284, XXII TAC, 23 Oct 44.
S/Sgt. MILTON E. SMITH, 12012674	Trfd to Personnel Center # 7 fr 63rd FW per Ltr O, 12th AF, 14 Sept 44, for transhipment to the U. S.
Sgt. JAMES C. WEBB, 33138388	Reld fr 6503rd Fitr Contr Area and asgd to 63rd Fitr Wg per par 38, SO 118, Hq, 63rd FW, 21 Sept 44.

Cpl. FRANCIS X. CUDDY, 31204659	Reld fr 63rd FW and trfd to 15th Fitr Contr Sq per par 23, SO 266, XII Fitr Comd, 4 Oct 44.
Cpl. ROBERT L. DAHLEEN, 31022032	Reld fr 63rd FW and trfd to 15th Fitr Contr Sq per par 23, SO 266, XII Fitr Comd, 4 Oct 44.
Cpl. RAYMOND J. MATTHES, 31083931	DS to 308th Sig Co (Wg) per par 4, SO 113, Hq 63rd FW, 14 Sept 44. Reld fr DS to 308th and trfd to 308th per par 23, SO 272, XII Fitr Comd, 10 Oct 44.
Cpl. JAMES J. LIGGIO, 32502314	Reld fr 63rd FW and trfd to 2638th Ftr Hq Plat (AF Cvhd) per par 29, SO 285, XXII TAC, 24 Oct 44.
Pvt. ALLAN C. SMITH, 39086195	DS to 308th Sig Co (Wg) per par 4, SO 113, Hq 63rd FW, 14 Sept 44. Reld fr DS to 308th and trfd to 308th per par 23, SO 272, XII Fitr Comd, 10 Oct 44.

3. ENVIRONMENTAL HISTORY

The 63rd Fighter Wing continued living and operating in permanent buildings in Bastia, Corsica, until moving to its present location in a bivouac area near Leghorn, Italy, in October. During September, the weather in Corsica changed from sunny and mild to rainy and cold. However, there were no serious increases in illnesses due to inclement weather.

4. OPERATIONAL HISTORY

As stated earlier in this history, the 63rd Fighter Wing ceased operations 30 Sept 44. Prior to this and during the three months, its operational duties as a Fighter Wing had greatly decreased, due to the successful invasion of Southern France and the then fast moving fronts. The medical section, however, still had its routine and ever-present duties to perform such as disease-control, sanitation, etc. No new or serious problems were encountered in any of these duties. Venereal disease and malaria rates continued to be low and sanitation was maintained at the same high standard as always.

5. STATISTICAL HISTORY

The following statistical material is presented:

ADMISSION RATES PER 1000 PER ANNUM

	July	August	September
All Causes	900.00	1264.21	624.00
All Diseases	833.33	956.55	603.20
Injuries	66.66	304.34	16.64
Battle Casualties	0.	0.	0.
Intestinal Diseases	166.66	87.29	16.64
Venereal Diseases	66.66	87.29	33.28
N. P. Diseases	0.	0.	0.
Common Respiratory	166.66	304.34	33.28
Malaria	33.33	43.37	16.64
Jaundice	0.	0.	0.

NON-EFFECTIVE RATE PER 1000 PER MONTH

	July	August	September
	10.57	11.02	6.97
PATIENTS TREATED			
Total Patients Days for Quarters Patients	60	56	45
Total Patients Days for Hospital Patients	118	151	101
Number of Out-Patients	122	130	168
Number of Out-Patients Treatments Administered	280	398	547
PHYSICAL EXAMINATIONS			
MD Form No. 63's	15	6	0
MD Form No. 64's	0	0	1
Food Handlers'	0	0	16
Eye Refractions	18	23	0
IMMUNIZATIONS			
Smallpox	25	0	50
Typhoid	19	0	8
Tetanus	8	0	0
Typhus	180	0	130
ADMISSIONS TO SICK REPORT			
Admissions to Quarters	22	19	7
Admissionst o Hospital	5	10	13
VENEREAL DISEASE			
Total Number of Days Lost Due to Venereal Disease	0	0	1 (Chancroid)
Prophylactics Administered	1	2	0
PATIENTS BEDS (QUARTERS)			
Number Available	10	4	4
Average Number Occupied (Daily)	3	1	0

Dental statistics are not available as the Dental Surgeon has been transferred.



6. EVACUATION

During the month of August, the 35th Station Hospital moved from Corsica to France. This left only the 2nd Platoon of the 15th Field Hospital to service the Bastia Area. As this platoon was not equipped to do laboratory examinations, such as Dark Fields, stool examinations, etc., specimens of this type were flown by daily P-39 courier to the 40th Station Hospital in Ajaccio. This presented a slight delay in receiving the results of these examinations, however, it did not seriously hamper the curing of the patients.

7. MEDICAL SUPPLY

Medical supply problems continued to be nil, the 5th Medical Supply Platoon (Avn) rendering the same excellent service as previously.

Robert Wexelblatt
ROBERT WEXELBLATT
Major, Medical Corps
Wing Surgeon

HEADQUARTERS
SIXTY THIRD FIGHTER WING
Office of the Surgeon

MED-GWH/rb

12 AF

APO 650, U. S. Army
5 September 1944

SUBJECT: Medical History.

TO: Surgeon, Hq, AAFSC/MTO, APO 528, U. S. Army.

In compliance with Memorandum No. 25-13, Hq, AAFSC/MTO, dated 12 July 1944, the following medical history is herewith submitted:

1. PREVIOUS HISTORY

This organization was activated on 12 December 1942 at Santini Area, Mitchel Field, Long Island, N. Y. It was then known as the Second Air Defense Wing, a designation quite descriptive of the operations intended for it. Most of the personnel of the unit came from the New York Air Defense Wing, then under the command of the late Brigadier General (then Colonel) Davis D. Graves. Under the kind direction of such an outstanding gentleman and officer, enthusiasm ran high during those staging days at Mitchel Field. They were busy times fro the medical section screening the men for overseas service and completing the immunizations required for them. After a bleak winter month the unit finally embarked on the SS Santa Paula for parts unknown although it was generally accepted that North Africa was to be our destination. Sailing from Staten Island on 13 January 1943 the unit arrived at Oran, Algeria on January 26th.

After a few days on the now famous "Mud Hill" near Ste. Barbe, Algeria, the organization moved to La Senia Airdrome near Oran from which spot the air defense of the Oran sector (from Oujdja to Cherchel, Algeria) was directed by the Wing. Our next higher headquarters at that time and now was and is the XII Fighter Command, the American half of M. A. C. A. F.

Late in April in 1943 the headquarters of the Wing were moved to Algiers at the Maison Blanche aerdrome. The first cleavage of the Wing occurred at this time when certain personnel remained in the Oran area to carry on the work of the Oran Fighter Sector under our direct jurisdiction. Wing headquarters at this time had the Algiers Fighter Sector immediately with it and later another defense sector was formed with operations control centered at Djidjelli, Algeria. At this time the mission of the Wing was air defense and convoy patrol along the entire coast of Algeria.

In late July 1943 Wing headquarters moved to a point about twenty-five miles east of Algiers - to Reghaia where a new airdrome was initiated by this organization. The "ops" room, however, with controllers, fighter control units and signal air warning battalion detachments, continued at Farm Carolyn, Maison Blanche. In August 1943, while Wing was operating from Reghaia, Washington redesignated the Wing the 63rd Fighter Wing. The mission was still chiefly air defense and not until some months later in Corsica did the new designation connote the wider scope of Wing activities.

The first of the Wing units came to Corsica late in September 1943 just asthe Hun was moving out. Fully three months passed, however, before the entire personnel found themselves operating from the Island. Operationally and medically these three months were hectic ones for the 63rd. There was a big job to be done here to complete the work that is now bearing fruit in Southern France. Air defense of the islands of Corsica and Sardinia were important but only small parts of our mission. Under the eye and supervision of General Graves and the 63rd almost a score of air fields were prepared for Tactical and Strategical Air Forces, shipping strikes along the coast of Italy were continually made and air phases of the missions of our own Navy, the Royal Navy and numerous "cloak and dagger" units controlled. At this time the Wing headquarters were set up in Bastia, Corsica with subordinate fighter sectors at Borgo and Ajaccio, Corsica, and in Alghero and Elmas, Sardinia. As Time went on and air operations over Southern France and Northern Italy were stepped up, air-sea rescue became a prominent part of our mission.

Unfortunately in the month of February the Wing lost its beloved commanding officer, General Graves, in combat over a west Italian port. There was a general deterioration in the morale of the organization but it didn't last long. Our good fortune continued with us, however, with the appointment of Brigadier General L. C. Craigie as our new commanding officer. He carried on the good direction of General Graves so that now, as the importance of our mission here begins to ebb, all the members of the organization can look back on the past twenty-one months with great pride and satisfaction.

2. ADMINISTRATIVE HISTORY

The 63rd Fighter Wing, then designated the Second Air Defense Wing, was activated at Mitchel Field, New York on 12 December 1942 per letter, AG, 320.2 (12-3-42) OB-I-AF-M, subject: Constitution and Activation of Certain Air Defense Wings. It wasimmediately staged for foreign service with the First and Third Air Defense Wings, later nominated the 62nd and 64th Fighter Wings respectively, and on 13 January 1943 departed for station outside the continental United States per secret letter, Hq, New York Port of Embarkation, file SPTAA 370.5 - OPD (TMO), dated 3 January 1943. The original medical T/O and T/E are appended (see Incl. #1). In August 1943 we were redesignated the 63rd Fighter Wing per secret letter, NATOUSA, file AG 322.082/100 A-O, dated 5 August 1943, subject: Redesignation of Hq & Hq Sq, Air Defense Wings.

The nucleus of the personnel of this Wing came from the New York Air Defense Wing. The medical roster at that time and subsequent changes are listed below:

ORIGINAL ROSTER

NAME, RANK & ASN	FROM	REMARKS
Major GEORGE J. KANTOR, MC 0-286418	Flt/Surg, Dow Field	Promoted to Lt. Col. per ltr, NAAF, subj: Promotion, dated 10 July 43, effective 10 July 43.

Captain GERALD W. HAYES, MC 0-1692359	Obstetrician to Sta Hosp, Westover Field.	Promoted to Major per ltr, NATOUSA, subj: Promotion, 27 Nov 43, effective 27 November 1943.
1st Lt. IRVING CRAMER, MC 0-467595	Sq Surg, New York Air Defense Wing	Promoted to Capt 12 Jan 43. (Orders unavailable). Per par 3, SO 28, 63rd Fitr Wg, dtd 4 Mar 44, Capt. Cramer was reld fr asgmt to Hq Sq, 63rd FW & asgd to 311th Fighter Control Sq.
2nd Lt. GEORGE M. CONWAY, JR 0-1534235 MAC	Med Supply, Richmond Army Air Base	Promoted to 1st Lt. 1 Apr 43. (Orders unavailable). Per par 1, SO 78, 63rd Fitr Wg, dtd 18 Mar 44, Lt. Conway was trfd to Personnel Center No. 7A.
T/Sgt. JASON MUMBLOW	Richmond Army Air Base	Trfd to 2689th Air Defense Region (P) per SO 71, Hq, 2nd Air Def Wg, 7 May 43.
S/Sgt. ROBERT H. EATON 11063151	Richmond Army Air Base	Reld fr duty with 63rd FW & asgd to 561st Sig AW Bn for duty with "Y" Det per par 4, SO 67, Hq, 63rd FW, 13 June 44.
Sgt. ADRIAN BOUCHARD	Richmond Army Air Base	Demoted fr Sgt to Pvt per SO 38, 2nd Air Def Wg, 22 Mar 43. Pmtd fr Pvt to Cpl per SO 39, 2nd Air Def Wg, 23 Mar 43. Trfd to 2689th Air Def Region (P) per SO 71, 2nd Air Def Wg, 7 May 43.
Sgt. RALPH A. BOOHER 12003981	New York Air Defense Wing	Pmtd to S/Sgt per SO 1, 2nd Air Def Wg, 1 Jan 43. Pmtd to T/Sgt per SO 15, 63rd Fitr Wg, 15 Sept 43.
Cpl. NELLOR DENOFRIO 32211382	New York Air Defense Wing	Pmtd to Sgt per SO 102, 2nd Air Def Wg, 26 June 43. Pmtd to S/Sgt per SO 15, 63rd Fitr Wg, 15 Sept 43.
Cpl. JAMES J. LIGGIO 32502314	Richmond Army Air Base	None

Cpl. RAYMOND J. MATTHES 31083931	Richmond Army Air Base	None
Cpl. HORACE A. SILVESTRI 12057163	New York Air Defense Wing	Pmtd to Sgt per SO 120, 2nd Air Def Wg, 1 Aug 43.
Pfc FRANCIS X. CUDDY 31204659	Sta Hosp, Mitchel Field	Pmtd to Cpl per SO 120, 2nd Air Def Wg, 1 Aug 43. Reld fr duty with 63rd FW & asgd to 561st Sig AW Bn for duty with Det "Y" per SO 67, 63rd Fitr Wg, 13 June 44. Reasgd to 63rd Fitr Wg per SO 194, XII Fitr Comd, 18 July 44.
Pfc ROBERT L. DAHLEEN 31202032	Richmond Army Air Base	Promoted to Cpl per SO 120, 2nd Air Def Wg, 1 Aug 43.
Pfc JOSEPH FOLEY	Sta Hosp, Mitchel Field	Pmtd to Cpl per SO 19, 2nd Air Def Wg, 1 Mar 43. Cpl. Foley was killed in a truck accident on the night of June 28, 1943.
Pfc ERNEST O MABERRY 31152527	Richmond Army Air Base	Pmtd to Cpl per SO 15, 63rd Fitr Wg, 15 Sept 43. Demtd fr Cpl to Pvt per SO 51, 63rd Fitr Wg, 12 May 44. Trfd to Pers Center 6 for shipment to U. S. per Ltr Orders, 12th AF, 29 July 44, subject: Rotation.

PERSONNEL WHO JOINDED OVERSEAS

Captain JULIUS C. ROBBINS, DC 0-444064	Asgd to 63rd Fighter Wing per SO 61, 63rd Fighter Wing, 1 June 44. Jnd fr 560th Sig Bn.
Captain SIDNEY L. TAMES, DC 0-1689754	Asgnd to 63rd Fitr Wing fr Fighter Training Center per SO 166, 12th AF, 1 July 44.
T/4 JAMES O. HEATON 34187994	Asgd to 63rd Fitr Wing fr 560th Sig AW Bn per SO 61, 63rd Fitr Wg, 1 June 44. Pmtd fr T/4 to Sgt per SO 71, 63rd Fitr Wg, 20 June 44.
T/5 GLENN L. HODGSON 36268732	Asgd and joined fr 560th Sig AW Bn per SO 61, 63rd Fitr Wg, 1 June 44. Pmtd fr T/5 to Cpl per SO 71, 63rd Fitr Wg, 20 June 44.

S/Sgt. MILTON E. SMITH 12012674	Asgd and joined fr 12th AF Training & Replacement Comd per SO 165, 12th AF, 30 June 44
Pvt. ALLAN C. SMITH 39086195	Asgd and joined fr 560th Sig AW Bn per SO 79, 63rd Fitr Wing, 7 July 44.
Cpl. EUGENE R. PETERS 6570161	Reld fr duty with 154th Med Disp (Avn) and asgd to 63rd Fitr Wing per SO 214, 12th AFSC, 1 Aug 44.
Cpl. JOHN A. PERELLO 12050979	Reld fr duty with 62nd Fitr Wing and asgd to 63rd Fitr Wg per SO 76, 62nd Fitr Wg, 1 Aug 44. Reld fr duty with 63rd FW & asgd to 6500th Fitr Contr Area (P), per SO 94, 63rd Fitr Wing, 7 Aug 44.
Pvt. JOSEPH LEVINE 35284943	Reld fr duty with 62nd Fitr Wing and asgd to 63rd Fitr Wing per SO 76, 62nd Fitr Wing, 1 Aug 44. Reld fr duty with 63rd Fitr Wing and asgd to 6500th Fitr Contr Area (P), per SO 94, 63rd Fitr Wg, 7 Aug 44.
Pfc VIRGIL LINES 20533924	Asgd to 63rd FW fr Adv 4th Med Supply Depot per SO 46, Hq, LBS, 24 Aug 43. Reld fr duty with 63rd FW and asgd to U. S. MEW 3001 per SO 67, Hq, 63rd FW, 13 June 44.

ROSTER OF PERSONNEL IN MEDICAL SECTION AT PRESENT

NAME, RANK & ASN	DUTIES
Lt. Col. GEORGE J. KANTOR, O-286418, MC	Wing Surgeon
Major GERALD W. HAYES, O-1692359, MC	Squadron Surgeon
Captain JULIUS C. ROBBINS, O-444064, DC	Wing Dental Surgeon
Captain SIDNEY L. TAMES, O-1689754, DC	Squadron Dental Surgeon
T/Sgt. RALPH A. BOOHER, 12003981	Section Leader & Chief Clerk
S/Sgt. NELLO DENOFRIO, 32211382	Dispensary Chief & Sanitary Tech.
S/Sgt. MILTON E. SMITH, 39086195	Dental Technician
Sgt. JAMES O. HEATON, 34187994	Pharmacist & Medical Technician
Sgt. HORACE A. SILVESTRI, 12057163	Technical Clerk & Medical Technician
Cpl. FRANCIS X. CUDDY, 31204659	Ambulance Driver
Cpl. ROBERT L. DAHLEEN, 31202032	Malaria Control Detail
Cpl. GLENN L. HODGSON, 36268732	Dental Technician
Cpl. JAMES J. LIGGIO, 32502314	Administrative Clerk
Cpl. RAYMOND J. MATTHES, 31083931	Medical Technician
Cpl. EUGENE R. PETERS, 6570161	Dental Mechanic
Pvt. ALLAN C. SMITH, 39086195	Ambulance Driver

For the most part the medical section of this Wing has remained intact for a long period of time. There were changes, as noted above, particularly when the Provisional Manning Table for a Fighter Wing was finally adopted but to this day the bulk of the medical personnel are still working together. Promotions, so enthusiastically promised to the officers and men during the days of staging in the States, were slow in coming in this Theater but in the end

everyone was treated with justice. It is still felt by the medical officers of the Wing that our enlisted men could be handled with more consideration so far as promotions go but so lone as higher headquarters empty three and four stripers into our laps, we will never be able to give a boost to the boys who have served us faithfully and well since the inception of the organization.

It might just as well be stated here as elsewhere that the medical enlisted men of this Wing form the finest group of enlisted men in the entire organization. Always eager for work, these men have aided the officers immeasureably in maintaining a high standard of organizational health. With a few minor exceptions their morale has always been excellent. The crowning achievement of these enlisted men involved their bravery during the sinking of LST 411 on 31 December 1943 - the boat transporting the last of our personnel from North Africa to Corsica. The conduct of our men aboard this boat, blasted by an enemy mine, won the appredation of the entire Wing and the recognition of our Government in so far as of seven decorations bestowed upon men of the organization for exemplary bravery during this disaster, three were won by our medical enlisted men. Cpl. Francis X. Cuddy was awarded the Soldier's Medal and the Purple Heart and S/Sgt. Nello Denofrio the Soldier's Medal.

The Air Defense Wing in December 1942 was a new phase of Air Force organization in this theater of operations. More important than the actual day and night squadrons under its administrative and operational jurisdiction were the Signal Air Warning Battalions and Fighter Control Squadrons which did the yeoman work of an organization of this kind. The Signal Air Warning units provided radar coverage for the coasts assigned to an Air Defense Wing and the smaller Fighter Control units gave fixing and homing control to our fighters. Of necessity these units were small and spread over many miles of coast-line. The Fighter Control stations had personnel of from six to ten men and the larger radar stations had forty to seventy men in attendance. All of these units were sited in rather inaccessible places, usually on the crests of mountains twenty to thirty miles from the beaten paths. At one time or other the Second Air Defense Wing supervised the operations of radar and fighter control stations from Oujdja, Morocco to Cape Bon, Tunisia.

The medical supervision of these units was difficult. The larger radar stations each had two enlisted men for their emergency needs but the smaller stations had their only medical attention during the necessarily infrequent visits of inspecting officers. True the Signal Air Warning Battalions had three surgeons but even with conscientious efforts they could not fully cover the field. The Wing Surgeons inspected these stations at regular intervals. It was not unusual to consume a fortnight's time in an inspectional tour of a relatively small area. For three months, too, the Wing medical section had to render medical care to the 78th Fighter Control Squadron who, until late in its North African operations, never had a doctor assigned to it. Then there was the medical administrative control of variegated fighter and bomber units - constantly changing in character and number.

During these early days, therefore, the Air Defense Wing medical section personnel were utilized to utmost. The Wing Surgeon or Assistant Wing Surgeon were continually making inspections and the Squadron Surgeon always had his own important function and the Medical Administrative Officer supervised the administrative details, at times large, at other times small in number. Toward the end of our service in North Africa time hung heavily on our hands and, not expecting what the future held in store for us in Corsica,

the change to a new Fighter Wing T/O and T/E was welcome.

Units of the 63rd Fighter Wing were among the first American to come to Corsica late in September 1943. After a short time the Wing Surgeon and Squadron Surgeon joined the advance groups. There was little or no medical aid on the island and the essential drugs were non-existant. Casualties of varying degrees were many. All Fall, until late December, there were no American hospital facilties on the island and when the powers finally gave us hospital services, only one platoon of a Field Hospital - the 15th - was established near Bastia. This platoon did a remarkable job of medical and surgical care but they had neither x-ray nor serological facilities. Wing C-47's, needed at this time for important courier work, were constantly pressed into evacuation service. Penile lesions, fortunately for the most part chancroid, were common among these first troops here and it was not an unfamiliar sight to see a plane half-loaded withpatients being sent to North Africa for dark-fields!

But all this was a small part of the task. The R. A. F., Royal Navy and our own Navy had considerable forces here with no attached medical personnel. It was our lot to give the same medical aid to these Allies to say nothing of the hordes of French civilians (many with Malaria and Malta Fever) who hadn't enjoyed adequate medical care during the entire Hun occupation. Our average number of quarters cases these days was ten to fifteen and at one time - after a sinking of an LST by an enemy mine - we cared for fifty survivors in our squadron barracks.

As more air and ground units appeared on the island, the hospitals came and were dispersed so well our problems of the care and the evacuation of sick and wounded ceased.

In the midst of this early ado we lost our Squadron Surgeon and our Medical Administrative Officer - victims of the new T/O. Medical Administrative responsibility was lessened somewhat because under the new set-up of a Fighter Wing, four sectors were assigned to us (Cagliari and Alghero, Sardinia; Ajaccio and Bastia-Borgo, Corsica) with sector surgeons chiefly repponsible for medical care and inspections of all units under operational supervision of Sector. Nevertheless the work was still pressing. The Wing Surgeon, having the only ophthalmological equipment on the island, began to do refractions on troops here in order to save the time and precious plane space incident to North Afrivan junkets. The magnitude of the eye work was never expected nor was it ever fully appreciated. For several months - until the 35th Station Hospital was established with full staff - twenty to thirty complete refractions were done each week. Results were excellent but as the isaland progressed militarily, administrative work also increased and it was necessary to abandon these "eye" services.

Another successful operational aid at this time, which demanded constant medical vigilance, was the air-sea rescue work under the supervision of the Wing. Up to the present time well over one hundred and fifty rescues have been made and Wing Surgeons have always met wounded survivors, given first aid and transportation to hospitals for definitive treatment. When survivors sustained no or only minor wounds, they were treated at the Wing Quarters Dispensary. Similar services were rendered to Royal Nay small craft, our own PT squadrons and the American O.S.S. ("cloak-and-dagger"types)

stationed here.

Respite from most of these tasks has now been had. With the exception of the usual "poops", history such as this and the never-ending reports, we now languish and wait for new fields to conquer - the most of us hoping these new fields will be home.

Copies of some of the directives to our subordinate units are appended to this history (see Incl. #2). When our enthusiasm ran high in the early months of 1943, we issued a host of administrative and medical notes to units under our jurisdiction. Too many, perhaps, were disseminated but we were never ashamed of the results. They covered all phases of preventatime medicine and were usually timely. All of this work was undertaken by the inspiration and with the full approval of interested commanding officers. Our tactical experiences have been insuffieinet to give us material for original and interesting articles for the periodicals of higher headquarters.

Our men have all been well trained chiefly by Captain Irving Cramer, the original Squadron Surgeon. This training began in New York and was continued, until recently unceasingly, in this theater. The program - didactic and practical - averaged about three hours every week and covered, among other things, first-aid, sanitation, anatomy and physiology, application of Thomas splints, the management of crash-truck. Texts used were basic field manuals, supplemented by what training films were available. Copies of some of our former training schedules are enclosed (see Incl. #3). In Corsica our chief problems were and are malaria and venereal disease. All medical personnel have recently had refresher courses in proper venereal prophylaxis and our malaria details this month were fortunate in attending the rather intensive course given by Air Force malariologists here under Wing auspices.

3. ENVIRONMENTAL HISTORY

For the most part The Wing has always been located in areas where only few minor problems of sanitation presented themselves. In Oran the facilities of the La Senia Airdrome were at our disposal. After the intitial cleaning-up of the usual filth, it was compartively easy to set up and maintain adequate mess-halls, latrines and other sanitary facilites. Our first real tent life began at Maison Blanche and continued through the Reghaia days - from May through December 1943. Sanitation was maintained at a high level in both these areas and so far as health goes, this type living was by far the best for the men. There was the dust and hot winds of North Africa, of course, and thr tropical ulcers that go with these discomforts but only in a few did difficult medical lesions occur. The members of this command suffered very little from the infectious hepatitis that was so rampant in North Africa and only three or four cases (new) of malaria appeared during the eleven months in Algeria. Like all other units in the neighborhood of Algiers in June and July 1943, this organization had more than its share of entero-colitis of unknownetiology and bacillary dysentery. Very few were hospitalized, however, and all responded to the "sulfa"therapy then in vogue.

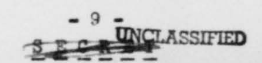
With a good record of anti-malarial control behind us the unit came to Corsica forewarned and fore-armed in defenses against this disease. It so happens that most of the Air Force units here are located on a coastal plain

that Colonel Russell described as one of the three most malarious regions of the world. As early as December NATOUSA malariologists with Wing Surgeons made reconnaisance of this area and began to formulate the plans of the campaign against the mosquito. Throughout the winter other malariologists, both American and British, visited the island and elaborated upon these plans. Under the supervision of the American 21st M. C. U. environmental control of these areas was started in mid-April. The Commanding General of the 63rd Fighter Wing exhibited an intense interest in the anti-malarial campaign and was of tremendous aid to the control units throughout their campaign against the mosquito. He also continually all Air Force units that the larger control measures were not enough, that individual control is the most important phase of the campaign. It is believed that all directives from higher headquarters concerning malaria control have been and are being followed to the letter by most units. Instructions on malaria have been given to all medical officers, commanding officers and all anti-malarial details by malariologists from Air Force. These courses were carried on at this Wing's headquarters. The results of all this work should be in evidence soon. Suffice to say that thus far this highly malarious area has the lowest rate in the theater and even the natives here have noticed that the incidence of the disease here thus far has been lower than at any time in the past several decades. Only high praise can be given to all those who have labored under the guidance of the American malaria control unit supervising the work on this island.

4. OPERATIONAL HISTORY

Most of the points and statistics relevant to this heading have been discussed elsewhere in this history. Our problems in preventative medicine, in the care and evacuation of sick and wounded have been covered under Administrative History and will be illustrated in our statistical tables (see Incl #4).

A word may be said concerning venereal disease control. Venereal disease has never been any great problem in Wing Headquarters and Headquarters Squadron proper. Our ~~xx~~ rate has never been alarmingly high. It is true that we felt that if all statistics were completely honest - for instance never reportingporting an urethritis as specific unless a positive smear was reported - our rate as all others would have been higher. Certainly in all Air Force units urethritis, clinically and historically Neisserian but negative for specific organisms, has been treated and cured without its having been enetered on Venereal Disease reports. Never did the surgeons of this Wing have any good fortune in treating gonorrhea on a suty status. Sulfathiazole was accepted as a cure-all but after a year we feel certain that not over 50% of cases were truly cured. Sulfathiazole with rest in quarters gave better results but still they were disappointing. Penicillin, of course, was welcomed with open arms after reading reports of 95% cures with one course. We have had very few cases under penicillin therapy but if all reports are true we must be the only unit courting failure. Of five cases thus far two were apparently cured with one course, one with two courses and two cases, diagnosed and treated early, have been failures. It is still too early, especially with such a small number of cases, to judge the efficacy of this drug, but it is felt that the early reports in our official Army medical journals may be too rosy.



All of the medical personnel of this Wing have been thoroughly instructed in the proper administration of venereal prophylaxis. Their training was started in New York and their greatest experience garnered there. The unit prophylactic station, available twenty-four hours each day, is seldom used. On August 8th, 1944 a refresher course in proper prophlaxis was given by the 15th Field Hospital to all Air Force medical personnel on the eastern slope of this island.

The rest camps provided by Air Force have been a great lift to the morale of this organization. Opportunity to visit Capri and Rome exists for all and has been taken advantage of for some time. Until, recently, when Service Command took over, medical officers from subordinate unit have given their services to the 12th Fighter Command Hotel (Paradiso) on Capri.

This paragraph dealing with Aviation Medicine must of necessity be brief because we have no personnel assigned to combat flying. Our planes have always been communication or liasion aircraft and flying these entailed few problems referable to aviation medicine. The flight section consisted of three C-47's, one B-25 and at various times one C-78 and one C-61 with the appropriate air and ground crews. We have had in this Wing none of the hazards associated with combat flying. Since flak, enemy fighter opposition and "hot" planes were never a problem in our organization, operational fatigue and neuroses were rarely encountered. The health of our air crews differed very little from our ground personnel. Often pilots from lower echelons were transferred into the Wing because of their undersirability for tactical flying. These either adjusted themselves to their new assignments or were in turn released for dispostion by higher headquarters.

The Wing Flgiht Surgeon's office was ideally set up. It served as a central clearing house for type 64 examinations which many Flight Surgeons in Corsica utilized with advantage. In very man instances the Wing Surgeon acted as consultant in the eye phases of these examinations. Eye refractions and assorted consultations constitutedan important element of the Wing medical service.

There were no occasions where the services of the Medical Disposition Board were used. It was comforting to know, however, that such a board existed to help with difficult problems.

A statement on combat lunches: Even anyone, who had ridden on a C-47 for long periods missing one or more meals, can attest to the needs of a palatable, compact and diversified food pack.

A Wing Dental Surgeon and a Squadron Dental Surgeon were authorized for this organization by the Fighter Wing Manning Table. Prior to that time, dental service for the Wing and its subordinate units, excluding fighter groups, was rendered by the Dental Surgeon of the 560th Signal AW Bn. The total number of men to which dental service was rendered by the 560th Dental Surgeon was about two thousand enlisted men and officers.

The majority of men in an Air Defense Wing such as this are spread out over long distances. In North Africa, radar platoons of forty to fifty men were stationed on isolated sections of the coastline from Oujdja, Morocco

0621

to Cape Bon, Tunisia, a distance of one thousand miles. The securing of dental treatment meant traveling two to three hundred miles to their organization dentist or to the nearest dental officer available. To meet the problem, the dental officer of the 560th Sig AW Bn, in June 1943, constructed a mobile dental unit using a truck, two and one-half ton, six by six small arms amintanence van, organizational equipment; installed the contents of the Chest MD 60 and from dunnage constructed such furniture as cabinets, wash stands, dental reflector and beds for the assistant and him to sleep in while on tour. This mobile dental unit is believed to be the first of its kind built in a theater of operations in a small arms repair truck. It was on the basis of this unit that the Twelfth Air Force requisitioned other vehicles of the same type for issue to its dental officers. (See Incl. #5)

To demonstrate the advantage of the mobile unit over the sationary set-up, the following consolidated report of work accomplished is presented:

	STATIONARY (28 Feb 43-30 May 43)	MOBILE UNIT (1 June 43-17 Sept 43)
GENERAL SUMMARY OF DENTAL SERVICE		
Admissions, routine	342	1293
Sittings given	555	1343
CASES DIAGNOSED		
Abscess, periapical	26	17
Abscess, parietal	3	2
Caries	540	1138
Pulpitis	55	63
Gingivitis	74	15
Calculus	74	308
Cellulitis	1	0
Crown, defective	2	0
Denture, defective	16	0
Periodontoclasia	2	0
Tooth, erupting	2	0
Tooth, Erupted	1	0
Filling, defective	0	3
Sequestrum	0	2
Tooth, impacted	0	1
OPERATIONS PERFORMED		
Amalgam	364	806
Oxyphosphate & Amalgam	38	52
Silicate	112	209
Oxyphosphate	5	0
Pxyphosphate & Silicate	4	0
Total Fillings.....	523	1067
PROSTHETICS		
Bridge, recemented	4	1
Crown, recemented	3	1
Denture, all types	18	0
Denture, partial	0	6
Denture, rebased	0	2

Denture, repaired	0	3
Denture, adjusted	40	12
Facing, ground in	1	0
Facing, recemented	0	1
OTHER OPERATIONS		
Anesthesia, local	81	83
Claculus, removal of	82	383
Examination	342	1018
Gums, treatment of	59	16
Post-operative treatment	30	3
Prophylaxis	30	307
Sequestrum, removal of	0	2
Tooth, extraction of	82	83
Gums, excision of	2	0
Occlusion, adjusted	2	1

When the Wing and its subordinate units moved to Corsica and Sardinia, the dental officer of the 560th Sig AW Bn was placed on detached service with the Wing Headquarters pending arrival of a new T/O. Due to a reorganization and expansion of activities of the Wing, this office now became responsible for the dental care of three thousand officers and men stationed on Corsica and Sardinia. By means of the mobile dental van which toured both islands, corssing the Straits of Bonofacio by LST, this task was accomplished.

The first few months after the arrival of our troops in Corsica no prosthetic facilities were available. A chest MD 61 and 62 were secured from the Twlfth Air Force Dental Surgeon upon proper authority. Due to the fact that the Wing Dental Surgeon was leaving for a tour of Sardinia in the mobile dental unit, prosthetic equipment was installed in the dental clinic of the 156th Medical Dispensary (Avn) and became the first prosthetic setup available on the island. A dental mechanic was procured from the French Military Hospital in Bastia. This French soldier had fifteen years laboratory experience as a civilian and proved to be very satisfactory. After working six weeks, however, the French dental mechanic was recalled to his hospital leaving the prosthetic without a technican.

When the new Manning Table came into effect authorizing a Wing Dental Surgeon and a Squadron Dental Surgeon, the request for a sorely needed second dentist was submitted. Upon his arrival, a stationary dental clinic was established in the Headquarters Squadron building, thus permitting one dentist to travel in the mobile unit and one to work in the clinic. The prosthetic equipment was moved from the 156th Med Disp dental clinic to the Wing dental clinic and a prothetic laboratory set up there. The French authorities were once again contacted and the services of their dental mechanis obtained. In addition, upon urgent request to the Twelfth Air Force Dental Surgeon, an American dental mechanic was assigned to the Wing. The Wing dental clinic now consists of a two chair operative clinic, a prosthetic laboratory and the moile dental van. It is staffed by two dental officers, two enlisted dental technicians, one enlisted laboratory technician and a French laboratory technician. Dental statistics for the period 1 January 44 to 30 June 44 are included in Inc. #4. The main dental problems arising have been the lack

of dental supplies in the early days of the North African campaign, the inadequacy of prosthetic facilities at all times, the inadequacy of trained dental mechanics, the extreme difficulty of promotion for dental technicians above the grade of T/5, and the poor selection of dental forceps (exodontia) and elevators in the Chest MD #60.

5. STATISITCAL HISTORICAL MATERIAL

All historical material of a statistical nature is included in Incl. #4.

6. EVACUATION

The problems of evacuation that we had to meet when we first came to Corsica have already been discussed. In the early months of 1944, when Wing's planes affected all the evacuation of the sick and wounded from this area, the trianges at Tunis and Oran were chiefly used. Up to May 1944 most of the evacuation from this island was done by Wing planes made available to hospitals here. Unfortunately this office has not kept statistics on the number of type of casualties evacuated.

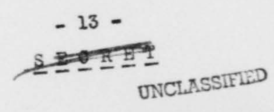
7. MEDICAL SUPPLY

Upon our arrival in this theater, because of the ability and vigilance of a good supply section, our equipment was complete. This is no small comment because many sister organizations lost much important equipment during those early "finder's keepings" days in North Africa. There was never any great difficulty in replenishing our medical supplies. Cooperation was good throughout our entire time oversease but a very special word should be said for the Medical Supply Platoons in Corsica. Late in 1943 and early in 1944, when we were rendering medical care to the French and English, our demands on these supply centers would try the patience and temper of Job. But the personnel of these platoons were always cooperative, kind and they spared no efforts to grant our sometimes unreasonable requests. So far as the medical officers of this Wing are concerned, too much praise cannot be given to these small platoons of Service Command. The original T/E of and Air Defense Wing and the present T/E of a Fighter Wing are enclosed (see Incl. #1). From our experience they were well compiled and adequate for our needs.

8. SPECIAL

Several exhibits are attached including photographs of our sanitary installations during our operations as the Algiers Fighter Sector and pictures of our mobile dental van - the first in this theater.

Inspecting medical officers of this Wing always reported the needs of outlying radar and fighter control units. These units, many miles and hours away from bases, in the early days were without special service equipment. It is felt that good liasion work was done with Special Service organizations in procuring recreational and sporting equipment for these isolated stations. It really raised the morale of the men of these small units greatly.



Medical History
63rd Fitr Wing, APO 650

GEORGE J. KANTOR
Lt. Colonel, MC,
Wing Surgeon

5 Incls:
- #1 - Extracts of T/O and T/E
- #2 - Directives Issued to Subordinate Units
- #3 - Training Schedules
- #4 - Statistical Historical Material
- #5 - Photographs

ORIGINAL T/O & T/E

TABLE OF OTGANIZATION)
AND EQUIPMENT)
No. 1-550-1

WAR DEPARTMENT
Washington 25, D. C., 5 July 1943

ARMY AIR FORCES
HEADQUARTERS & HEADQUARTERS SQUADRON, AIR
DEFENSE WING

Section I
ORGANIZATION

	Special Staff (Medical)	Headquarters Squadron (Medical)
Lieutenant Colonel	1 (Wing Surgeon)	
Major	1 (Asst Wg Surg)	
Captain		1
First Lieutenant	1 (Med Adm Corps)	
Technical sergeant, including		
Medical NCO (673)	1	
Staff sergeant, including		
Medical NCO (673)		1
Sanitary technician (196)	1	
Sergeant, including		
Administrative & technical clerk (501)	1	
Corporal, including		
Administrative & technical clerk (501)	1	
Medical technician (409)		2
Surgical technician (861)		2
Private, first class, including		
Administrative & technical clerk, (501)	1	1
Automotive equipment operator (929)		1

Section II
EQUIPMENT

Medical - Individual

Item		Allowances	Basis of issue and remarks
Brassard, Geneva Convention-	ea..	16	1 per indv (med or dent serv) 1 asgd to T of Opns.
Kit, medical:			
Non-commissioned officers-	ea..	9	1 per t sgt; s sgt; sgt; cpl; MD on med serv
Officer's	ea..	3	1 per med O
Private's	ea..	3	1 per pfc or pvt on med serv.
Packet, first-aid parachute-	ea..	22	1 per prcht.

Incl. #1

Section II, Equipr t, Cont'd

Medical - Organizational

Item		Allow-ances	Basis of issue and remarks
Blanket, OD	ea..	8	Per fld amb.
Kit, first-aid:			
Aeronautic	ea..	6	1 per single seat ap; 2 per 2 seat ap; 3 per T ap, small.
Motor vehicle, 12-unit	ea..	4	1 per 4 fuel consuming mtr vehicles or fration thereof.
Litter	ea..	4	Per fld amb.
Squadron aid station	ea..	1	Per sq med sec.

ORDNANCE

Item		Allowances	Basis of issue and remarks
Ambulance, 3/4 ton, 4x 4	ea..	1	Per air def wg Hq and hq sq, outside continental US only.
Trucks:			
1/4 ton, 4 x 4	ea..	3	1 per med sec air def wg.
Weapons carrier, w/o winch	ea..	1	Per med sec w/sq.

QUARTERMASTER

Item		Allowances	Basis of issue and remarks
Bag, canvas:			
Water sterilizing complete w/cover and hanger	ea..	4	1 per 100 indiv or maj fraction thereof(incld atchd med); med sec w/sq.
Bucket, galvanized heavy weight w/o lip 14 qt cap.	ea..	50	2 per med sec w/sq.
Cot, folding, canvas	ea..	244	3 per med sec w/sq.
Lantern,			
Electric, portable, hand	ea..	27	2 per med sec w/sq.
Gasoline w/two mantles, commercial	ea..	14	2 per med sec w/sq.
Sledge, blacksmith, double-faced, 8 lb	ea..	2	1 per sq; med sec w.sq.
Tent;			
Command Post complete w/pin and poles	ea..	3	1 per med sec w/sq.

Pursuant to authority contained in Ltr, Hq 12th AF (ACT-TAL-acz), 11 June 44, subject; "Reorganization of Certain Units of XII Fitr Cond", and G. O. 38, par 1 c, Hq, XII Fitr Comd, 11 June 44, this organization is now operating under a provisional manning table. The following grades and MOS are authorized for the medical section:

1 - Lt. Col.	1 - Cpl. (405)
1 - Capt.	1 - Cpl. (409)
1 - T/Sgt. (673)	2 - Cpl (657)
1 - S/Sgt. (673)	1 - Pfc (405)
1 - Sgt. (409)	1 - Pfc (345)

The T/E remains the same.

HEADQUARTERS
SIXTY THIRD FIGHTER WING

M-GJK/3

APO 650
26 March 1944

File Ref:

SUBJECT: Venereal Disease Control.

TO: Commanding Officers, All Units, 63rd Fighter Wing.

1. Venereal disease is still the most important, single medical cause of non-effectiveness among our troops. The Medical Department is justly proud of its control of disease common to this part of the world, but it is continually rebuffed by frequent and sudden rises in venereal disease rates.

2. The control of venereal disease in any unit depends upon the prevention of exposure of troops and the prevention of the disease itself in already exposed troops. Thus far, in our campaign against venereal disease, we have stressed the prevention of disease by proper prophylaxis. Our success in lowering the rates in most units has not been gratifying. proper prophylaxis depends a great deal upon the personal equation in that it implies early, careful and thorough application and instillation of medicaments by the exposed individual himself. Circumstances, such as intoxication, indifference, inaccessibility of material, may thwart one's good prophylactic intentions. We must, therefore, emphasize the more the prevention of exposure of our troops to the causative organisms of venereal disease which, in this part of the world, seem to have a very special virulence.

3. There are two factors that enter into the high rate of venereal disease in our units. The first, or external factors, are idle time, temptation, alcohol and easy women. For the most part these we are unable to control. Prostitution is legalized in French provinces and territories. We are not permitted to suppress it as we do back home. And even if we could suppress it, there is the ever-present, infected clandestine to disseminate her disease among those who seek her wares.... The second factor may be spoken of as the "moral fiber" of the individual. This is linked intimately with his intelligence and religious background. Failure in the steady development of this "moral fiber" makes the individual an easy prey to the external factors outlined above. Our maximum effort should be directed in an appeal to this "moral fiber" of the individual soldier. It is believed that we can thus anticipate a greater measure of success in our campaign that we are enjoying now.

Incl. #2

0628

Venereal Disease Control, contd.

4. The following recommendations are offered to enhance the prevention of exposure of our men:

a. Frequent exhortations by unit commanders to the troops under his care. The development of a high spirit and a certain amount of pride in the men for their organization will be effective in detering the men from pursuits that might bring disgrace and disfavor upon that organization. Penal aspects may be stressed but only the small few will be impressed by threats.

b. Careful preparation and presentation of the "Sex Morality Lecture". Too frequently this lecture is handed out to the men merely to conform with the text and requirements, not the spirit, of TP 40-235. Interesting sex talks are impressive. There is no doubt that they are effective in preventing exposure for a great number of troops. The Medical Officer will emphasize the dire physical consequences of a bout with Venus; the chaplain will delve more deeply and appeal to the spiritual make-up of the soldier - the basis of his "moral fiber"......In one unit, the venereal disease rate was lowered by giving a "Sex Morality Lecture" upon the reporting of each new case of venereal infection...... There are available locally two films on Sex Hygiene which make good supplements to the "Sex Morality Lecture".

c. Houses of prostitution have been placed "Off Limits" by theater decree. This has always been a controversial subject but statistics are now available which definitely show a decrease in venereal disease under this regime as compared to the "regulated house" policy. It is encumbent upon unit commanders to see that this ruling is rigidly enforced.

d. Increase in recreational activities such as entertainment and athletics. This speaks for itself. No comment need be made on this method of keeping the minds and bodies of our men well occupied. It presents a very definite problem, however, for small units in the field. The solution of this problem is for the special service officers concerned.

5. The responsibility for venereal disease control lies with the unit commander. The rate in any unit, however large or small, is a good index of the discipline and morale in that command.

By command of Brigadier General CRAIGIE:

John B. Morgan

JOHN B. MORGAN,
WOJG, AUS,
Assistant Adjutant.

0629

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HEADQUARTERS
SECOND AIR DEFENSE WING
APO 525

(M-GJK-3)

3 July 1943

SUBJECT: TRAINING OF MEDICAL DEPARTMENT PERSONNEL

TO : Commanding Officers, All Units, 2nd Air Defense Wing.

1. It is essential that the training of medical department personnel continue in this Theater of Operations. There is a general tendency for laxity in this respect which is not always excusable. Combat conditions, of course, may prohibit an intensive schedule. There will be time, however, for most units to plan and execute a substantial program. Initiative along these lines is highly desirable. Emphasis should be placed on didactic lectures and frequent practical demonstrations. Periodic examinations will enhance interest in the courses. The senior medical officer will assume responsibility for this training in accordance with the instructions and desires of the unit commander.

2. A master schedule, such as outlined below, should be prepared. Weekly plans, including the time allotted for each lecture and the name of the instructor, should be submitted to the unit commander and an information copy sent this headquarters.

	TOTAL HOURS
Elementary anatomy and physiology	21
Nomenclature and care of organization equipment	6
Field medical records and reports	5
Treatment of gas casualties	8
Personnel decontamination	4
Litter drill; ambulance loading; passage of obstacles	10
Field sanitation and sanitary appliances	20
Materia medical and pharmacy	12
Medical and surgical nursing	16
Organization and function of medical unit	9
Medical aid (splints, bandages and dressings)	67

By order of Colonel GRAVES:

HAROLD Z. ENGEL,
2nd Lt., Air Corps,
Asst., Adjutant.

DISTRIBUTION:
2-CG, NAAF
2-ACC, NACAF
1-CO, 2nd A.D.W.
2-CO, Hq & Hq Sq, 2nd A.D.W.
5-CO, 560th Signal AW Bn.
2-CO, 78th Fitr Contr Sq
5-CO, 350th Fitr Gp
2-CO, 414th Night Fitr Sq
2-CO, 308th Sig Co. Wing
1 File

UNCLASSIFIED

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HEADQUARTERS
SIXTY THIRD FIGHTER WING

M-63W/3

APO 650
23 March 1944

File Ref:

SUBJECT: Unit Malaria Control

TO: Commanding Officers, All Units, Sixty third Fighter Wing.

1. On April 15th all units of this command will initiate a program of malaria control based on the principles outlined below.

a. One (1) tablet (0.1 gm.) of atabrine (mepacrine) will be administered to members of all units daily. This tablet should be taken after the evening meal with large draughts of fluid. There may be a few cases of individual intolerance to this drug. When such a case is observed and attested to by a medical officer, quinine may be substituted for atabrine. The daily dosage of quinine will be ten grains (0.6 gm.) to be taken in split doses.

b. Mosquito bars will be erected and all personnel instructed in their proper use.

c. Mosquito repellants (Skat or mosquito cream) will be distributed immediately. Repellants will be applied to exposed parts of the body after sun-down. Application of repellants will be repeated as the circumstances demand.

d. Trousers and shirts with long sleeves must be worn after sundown.

e. Guards and others operating in the open at night will wear the prescribed protective clothing (head nets and gauntlets).

f. Screening of all buildings where men congregate in the evening will be accomplished at the earliest possible date. Plans call for the provision of screening sufficient for this purpose early in April.

g. Adult mosquitoes will be searched for and destroyed by personnel at all times. Destruction of hibernating mosquitoes will be effected at once by the use of aerosol bombs or pyrethrum sprays (Flit). All permanent structures used as billets will be sprayed immediately. Thereafter mosquitoes will be eliminated by periodic spraying and continual hand-swatting.

0631

h. Native dwellings and villages are to be avoided because these provide the "human reservoir of infection". If necessary, particularly infected towns will be placed "off limits".

i. Local breeding places such as stagnant pools, receptacles and tin cans containing rain water, will be eliminated or rendered safe by oiling.

j. In accordance with WD Circular No 223, 21 September 1943, an antimalaria detail should be appointed in each squadron, or similar unit, immediately. This antimalaria detail should consist of a minimum of two enlisted men, including one noncommissioned officer. Appointed by the commander, this detail will be properly instructed by the surgeon in ordinary antimalaria housekeeping measures such as maintenance repairs of screening and bed nets, hand-killing and spray-killing of adult mosquitoes, larvicidal oiling of puddles and minor collections of water, minor ditching and draining and the like.

k. As directed in WD Circular No. 223, 21 September 1943, a four (4) hour course of formal instruction on malarial control and discipline will be given to <u>all</u> personnel.

l. Periodic inspections will be made to insure that the provisions of this directive are properly enforced.

2. Malaria Control Units are now stationed in this area and will assist organizations in their local problems. Their primary mission, however, will be the major environmental control of the mosquito. This will include aircraft spraying of marshes and ponds, oiling of large collections of water, stream training, ditching, periodic spraying of native dwellings in the neighborhood of aerdromes.

3. The importance of local control and individual malaria discipline must continuously be emphasized. It need not be said that units with excellent malaria discipline will suffer the fewest casualties. By education, personal interest of commanding officers and surgeons, and constant supervision, the above tenets can be welded into an effective antimalaria program, a program truly dedicated to the conservation of our fighting strength. To this end all officers and men are requested to give their full support.

By command of Brigadier General CRAIGIE:

John B. Morgan
JOHN B. MORGAN,
WOJG, AUS,
Assistant Adjutant.

0632



HEADQUARTERS
SIXTY THIRD FIGHTER WING

MED-GJK/rb

APO 650
18 June 1944

SUBJECT: Venereal Disease in Sardinia.

TO: Commanding Officers, All 63rd Fitr Wing Units, Sardinia.

1. The monthly incidence of venereal disease in Sardinia exceeds by far the rate in Corsica.

2. Sexual contacts are easy to obtain in Sardinia. Prices are low and within the reach of every soldier. Sometimes the donation of a package of cigarettes or a bar of chocolate is sufficient payment for this illicit love-making.

3. This combination of circumstances supplemented by apathy and disinterest of some Commanding Officers has led to a vicious state of affairs which may be controlled now only by vigorous countermeasures. In brief, these are:

a. Exhortation to the moral, intellectual and religious fiber of the individual by both the Commanding Officer and the Chaplain.

b. Sex lectures, intelligently and vividly presented.

c. Elimination of the need for sexual contact by directing the soldiers' energy to wholesome recreation and entertainment.

d. (1) A well stocked and diversified library.
(2) A pleasant and comfortable recreation hall with radio and phonograph.
(3) Frequent movies.
(4) Competitive sports.
(5) Courses of instruction (by correspondence).
(6) Organized parties and dances.

4. It can be assumed, when the venereal disease rate rises in an organization, that the needs and welfare of the men have not been entirely met. It then becomes necessary to review the entire situation, discover the proper remedy and carry through in a sustained effort to eradicate the venereal menace.

L C Craigie
L. C. CRAIGIE
Brigadier General, USA
Commanding

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~~SECRET~~

S-1754

0633

HEADQUARTERS & HEADQUARTERS SQUADRON
SIXTY THIRD FIGHTER WING
MEDICAL SECTION

T R A I N I N G S C H E D U L E

For the week of February 6th - 12th

* *

	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
0800 - 1200	SICK CALL & ADMINISTRATIVE & TECHNICAL DUTIES & DISPENSARY TRAINING					
1200 - 1300		LUNCH				
1300 - 1500	ROUTINE SQUADRON DUTIES					
1500 to 1600	Fractures (General Principles)	Applicatory Exercises- Thigh, Leg, & Foot Fracture	Fractures- Arm, Rib & Skull	Applicatory Drill	Head Injuries (General First Aid)	
1600 to 1700	Demonstration Splinting for thigh, leg & foot fracture	Same	Demonstration Splinting for Arm & Rib fracture	Same	Same	

* *

GERALD W. HAYES,
Major, Med Corps,
Sq, Surgeon.

Incl. #3

HEADQUARTERS & HEADQUARTERS SQUADRON
SIXTY THIRD FIGHTER WING
MEDICAL SECTION

T R A I N I N G   S C H E D U L E

For the week of February 13th to 19th

* *

	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
0800 TO 1200	SICK CALL & ADMINISTRATIVE & TECHNICAL DUTIES & DISPENSARY TRAINING					
1200 - 1300	LUNCH					
1300 - 1500	ROUTINE SQUADRON DUTIES					
1500 to 1600	Introduction Gas Casualties	Demonstration Personnel Decontamination Station	Discussion & Quiz on Gas Casualties	Gas Drill	Discussion & Quiz on Gas Casualties	

* *

GERALD W. HAYES,
Major, Med Corps,
Sq, Surgeon.

STATISTICAL HISTORICAL MATERIAL

(1) ADMISSION RATES PER 1000 PER ANNUM

	JAN	FEB	MAR	APRIL	MAY	JUNE
All Causes	2363.63	1040.00	990.47	1156.77	1625.00	1092.00
All Diseases	2194.80	1040.00	949.20	1101.69	1365.00	832.00
Injuries	168.83	0	41.20	55.08	260.00	210.00
Battle Casualties	0	0	0	0	0	0
Intestinal Diseases	56.27	52.00	41.20	0	0	0
Venereal Diseases	56.27	156.00	0	110.16	65.00	52.00
N. P. Disease	0	0	0	0	0	0
Common Respiratory	1181.81	468.00	825.39	881.35	845.00	210.00
Malaria	56.27	52.00	41.20	0	0	52.00
Jaundice	0	0	0	0	130.00	0

(2) NON-EFFECTIVE RATE PER 1000 PER MONTH

	JAN	FEB	MAR	APRIL	MAY	JUNE
	34.63	23.47	13.49	17.51	21.00	11.17

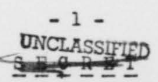
(3) PATIENTS TREATED

	JAN	FEB	MAR	APRIL	MAY	JUNE
Total Patient Days for Quarters Patients	79	42	37	54	51	31
Total Patient Days for Hospital Patients	161	134	65	70	76	36
Number of Out-Patients	123	63	121	117	72	97
Number of Out-Patient Treatments Administered	466	324	193	261	192	256

(4) PHYSICAL EXAMINATIONS

	JAN	FEB	MAR	APRIL	MAY	JUNE
MD Form No. 63's	7	4	3	1	8	8
MD Form No. 64's	2	6	0	0	3	1
Food Handlers'	23	43	2	69	0	10
Refractions	17	62	60	42	32	26

INCL. # 4



(5) IMMUNIZATIONS

TYPE	JAN	FEB	MAR	APRIL	MAY	JUNE
Smallpox	92	15	5	32	0	6
Typhoid	214	11	5	7	47	5
Tetanus	130	16	4	0	0	0
Typhus	202	14	10	52	47	10

(6) ADMISSIONS TO SICK REPORT

	JAN	FEB	MAR	APRIL	MAY	JUNE
Admissions to Quarters	27	13	20	16	22	18
Admissions to Hospital	18	7	5	6	6	4

(7) VENEREAL DISEASE

	JAN	FEB	MAR	APRIL	MAY	JUNE
Total Number of Days Lost Due to Venereal Disease	0	16	0	0	0	8
Average: Gonorrhea	0	0	0	0	0	8
Syphilis	0	16	0	0	0	0
Chancroid	0	0	0	0	0	0
Prophylactics Administered	2	0	1	3	1	1

(8) PATIENT BEDS (QUARTERS)

	JAN	FEB	MAR	APRIL	MAY	JUNE
Number Available	10	10	10	10	10	10
Average Number Occupied (Daily)	5	3	4	4	3	3

b. DENTAL STATISTICS

Total Number of Admissions - 960
Total Number of Sittings -2266

Cases Diagnosed:

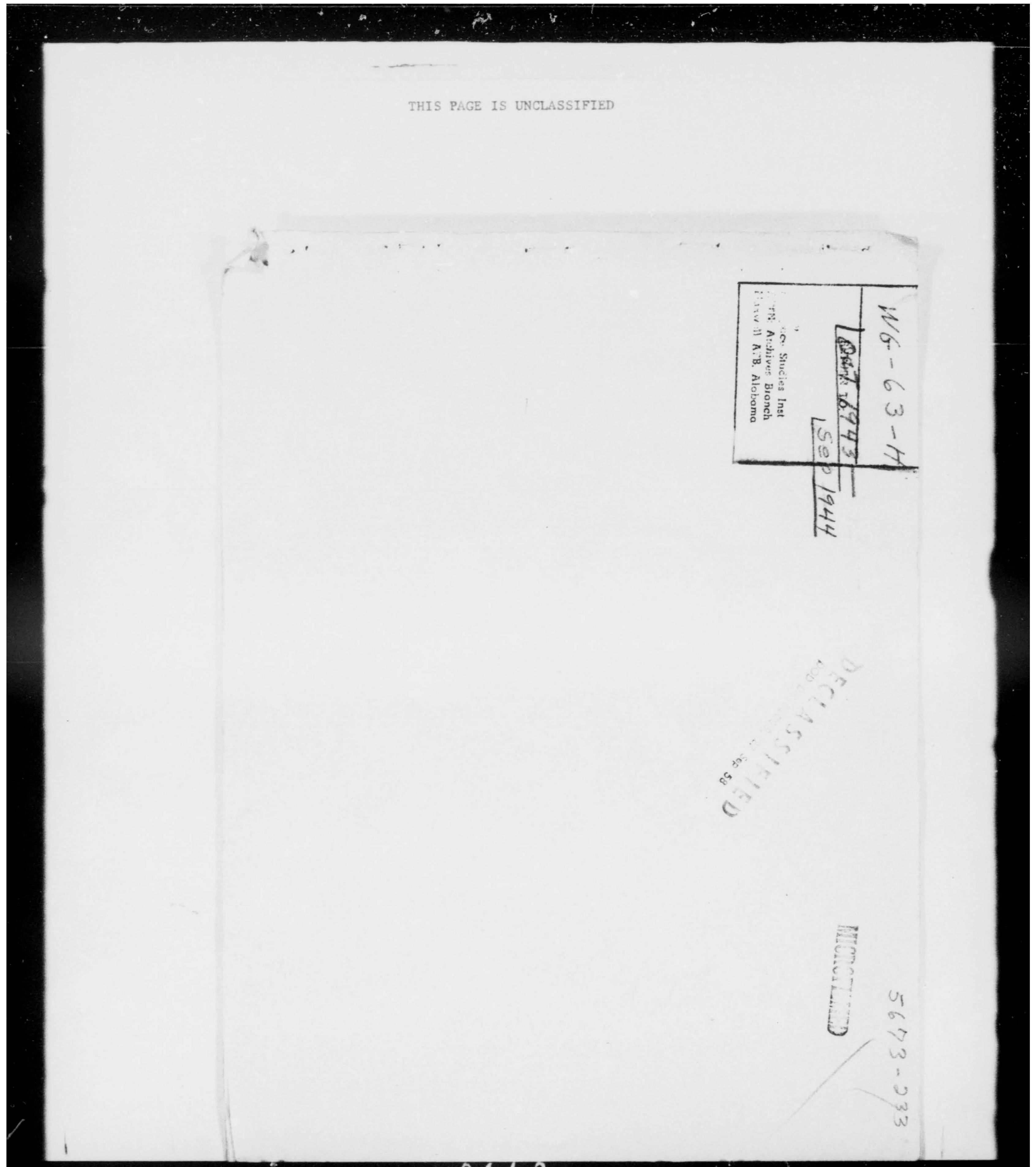
- Abscess, parietal 4
- Abscess, pariapical 105
- Bridge, defective 11
- Calculus 298
- Caries 1559
- Cellulitis 4
- Crown, defective 3
- Cyst, dentigerous 1
- Denture, defective 23
- Filling, defective 4
- Gingivitis 74
- Malocclusion 9
- Maxillae, edentulous 3
- Periodontoclasis 1
- Pulp, devitalization of 1
- Pulpitis 71
- Sequestrum 2
- Stomatitis, apthous 4
- Stomatitis, Vincent's 1
- Tooth, impacted 5
- Tooth, malposed 3
- Tooth, missing 120
- Pericoronitis 2

Operations Performed:

- Amalgam 798
- Inlay 1
- Oxyphosphate 4
- Oxyphosphate & Amalgam 234
- Root canal 1
- Silicate 231
- Oxyphosphate & Silicate 47

Other Operations:

- Abscess, incision of 6
- Anesthesia, local 248
- Calculus, removal of 287
- Examination 1298
- Gums, treatment of 96
- Occlusion, adjustment of 9
- Post-Operative Treatment 3[illegible]
- Prophylaxis 123
- Pulp, extirpation of 1
- Sequestrum, removal of 1
- Tooth, extraction of 183
- Tooth, treatment of 365
- X-ray exposure 25



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S E C R E T

W6-63-HI
Sept 44

DESIGNATION SHEET
HISTORICAL RECORDS

COMMAND : XXII Tactical Air Command

WING : 63d Fighter Wing

GROUP :

SQUADRON:

OTHER :

OUTLINE HISTORY X

WAR DIARY X

Misc Supporting Documents

S E C R E T

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SHEET NO. 41 OUTLINE HISTORY, HEADQUARTERS 63rd FIGHTER WING

MONTH SEPTEMBER PREPARED BY S/SGT HAROLD S. OLSEN

1. Outline History of the 63rd Fighter Wing for the period 1 Sept 1944 to 30 Sept 1944.

a. Original Unit.

(1) Original designation - 2nd Air Defense Wing.

(2) Place of Activation - Santini, Mitchell Field, L. I., N. Y.

(3) Date of Activation - 12 December 1942.

(4) Authority for Activation - Letter A. G., Subject: "Constitution and Activation of Certain Air Defense Wing."

b. Changes in Organization.

(1) Changes in Designation - Nil.

(2) Echelons or Units.

a) Gains -

1. 561st Signal Air Warning Battalion, to Headquarters 63rd Fighter Wing, Per General Order #60, Headquarters XII Fighter Command, 16 Sept, 1944.

2. 176 Signal Surface Warning Platoon
178 Signal Surface Warning Platoon
183 Signal Surface Warning Platoon
185 Signal Surface Warning Platoon
186 Signal Surface Warning Platoon
187 Signal Surface Warning Platoon
188 Signal Surface Warning Platoon
189 Signal Surface Warning Platoon

Per General Order #65, Headquarters XII Fighter Command, 27 Sept, 1944.

b) Losses -

1. Headquarters, 350th Fighter Group to Headquarters 62nd Fighter Wing per General Order # 56, Headquarters XII Fighter Command, 6 Sept 1944.

2. Detachment 347th Fighter Squadron, 350th Fighter Group, to 62nd Fighter Wing, per General Order #60, Headquarters XII Fighter Command, 16 Sept 1944.

3. 414th Night Fighter Squadron to 62nd Fighter Wing per General Order # 62, Headquarters XII Fighter Command, 21 Sept 1944.

4. 78th Fighter Control Squadron to 62nd Fighter Wing, per General Order # 60, Headquarters XII Fighter Command, 16 Sept 1944.

5. 4th VHF Installation Crew to 62nd Fighter Wing, Per General Order # 60, Headquarters, XII Fighter Command 16 Sept 1944.

6. 308th Signal Company Wing to Signal Headquarters, A. W. S., XII Fighter Command, per General Order # 63, Headquarters XII Fighter Command, 22 Sept 1944.

7. 417th Night Fighter Squadron to Headquarters XII Fighter Command per General Order # 65, Headquarters XII Fighter Command 27 Sept 1944.

(3) Changes in Commanding Officers - Colonel Richard A. Ames, 0-22454 assumed command of Headquarters 63rd Fighter Wing, vice Brigadier General Laurence C. Craigie, 0-15170, U. S. A., 26 Sept 1944.

(4) Changes of Staff Officers -

a) Lt. Colonel William A. Bowie, 0-369645, Air Corps, Executive Officer vice Colonel Richard A. Ames, 0-22454, Air Corps, Relieved 27 Sept 1944.

b) Major Robert Wexelblatt, O-373667, Medical Corps, Wing Surgeon, 27 Sept 1944.

c) Captain William L. Shriver, O-436010, Air Corps, Wing A-3, vice William E. Covington, Jr., O-20336 Air Corps, relieved 27 Sept 1944.

d) Captain Charles P. Beazley, O-908474, Air Corps, Wing A-2, vice Lt. Colonel Augustus K. Mills, O-900220, Air Corps, Relieved 27 Sept 1944.

e) Captain Eli C. Mayfield, O-1035315, Chemical Warfare Service, Commanding Officer Heqdquarters and Headquarters Squadron, 63rd Fighter Wing, vice Captain Eugene W. Phillips, O-391373, Air Corps, relieved 12 Sept 1944.

f) Captain William F. Parsons, O-569697, Air Corps, A-4 vice Major Ralph J. Thomas, O-380128, Air Corps, relieved 12 Sept 1914.

g) 1st Lieutenant William J. Coughlan, O-560835, Air Corps, Supply Officer, Headquarters and Headquarters Squadron, 63rd Fighter Wing 12 Sept 1944.

h) Captain Henry E. Wood, O-361173, Air Corps, Mess Officer, vice Captain Eli C. Mayfield, O-1035315, Chemical Warfare Service, releived 12 Sept 1944.

i) Captain Dana M. Raymond, O-428129, Signal Corps, Staff Judge Advocate, vice Captain Joseph P. Graham, O-904607, Air Corps, transferred 12 Sept 1944.

j) Captain Albert E. Dowd, O-173542, Air Corps, Assistant A-4, vice Captain William F. Parsons, 0569697, releived 15 Sept 1944.

k) Captain Emil L. Fogelin, O-568166, Air Corps, Adjutant, Headquarters and Heqdquarters Squadron, 63rd Fighter Wing, vice 1st Lieutenant John X. Thomas, O-570514, Air Corps, releived 15 Sept 1944.

l) 1st Lieutenant James C. Williamson, O-409465, Signal Corps, Assistant Wing Signal Officer, 14 Sept 1944.

m) Captain Roy F. Bergengren, Jr., O-560627, Assistant Adjutant 63rd Fighter Wing, Sept 9, 1944.

c. Strength, Commisioned and Enlisted

(1) Month of September 1944 - Headquarters and Headquarters Squadron, 63rd Fighter Wing.

a) At beginning 35 Officers - 202 Enlisted Men

b) Net Increase 85 Officers - ? Enlisted Men

c) Net Decrease 51 Officers - ? Enlisted Men

d) At end 71 Officers - 485 Enlisted Men

(2) Month of September 1944 - 2638th Fighter Headquarters Platoon (Prov)

a) At Beginning 17 Officers - 51 Enlisted Men

b) Net Increase 5 Officers - ? Enlisted Men

c) Net Decrease 11 Officers - ? Enlisted Men

d) At End 16 Officers - 33 Enlisted Men

NOTE: Due to the hundreds of enlisted men transferred in and out of the Headquarters and Headquarters Squadron 63rd Fighter Wing, and 2638 Fighter Headquarters Platoon (Prov.) the "Net Increase" and "Net Decrease" figures are unknown.

(3) Gains - Headquarters and Headquarters Squadron, 63rd Fighter Wing.

Colonel Richard A. Ames, Air Corps, from 6500 Fighter Control Area (Prov.)

Lieutenant Colonel Merrick Bayer, Air Corps from 417th Night Fighter Squadron.

Lieutenant Colonel David L. Lewis, Air Corps, from 6503rd Fighter Control Area (Prov.)

Lieutenant Colonel Delbert D. Zager, Air Corps, from XII Fighter Command.

Lieutenant Colonel Earl A. Teague, Air Corps, from Headquarters XII Fighter Command.

Lieutenant Colonel Charles O. Baird, Air Corps, from Headquarter XII Fighter Command.

Lieutenant Colonel William A. Bowie, Jr., Air Corps, from 6501st Fighter Control Area (Prov.).

Major Melvin N. Abromovich, from Headquarters XII Fighter Command.

Major Earl G. Earl G. Harris, from Headquarters XII Fighter Command

Major Michael C. Bila, from Headquarters XII Fighter Command.

Major Daniel O'Day, from 6501st Fighter Control Area (Prov.)

Major Robert Wexelblatt, from 6500 Fighter Control Area, (Prov.).

Major Gerald W. Hayes, from 6503rd Fighter Control Area, (Prov.)

Major Werner B. Theile, from 6500 Fighter Control Area, (Prov.)

Captain Horace A. Guiler, from Headquarters XII Fighter Command

Captain Thomas S. Schreiber, from Headquarters XII Fighter Command.

Captain William J. Vogelgesang, from Headquarters XII Fighter Command.

Captain Jack T. Haskins, from 1st AAF First Emergency Rescue Squadron.

Captain Franklin W. Chapman,

Captain Eli C. Mayfield, from 2638th Fighter Headquarters Platoon, (Prov.).

Captain Howard G. McDonald, from 6503rd Fighter Control Area (Prov.)

Captain Charles G. Brohm, from 6503rd Fighter Control Area, (Prov.)

Captin Sidney R. Davis, from 6503rd Fighter Control Area, (Prov.)

Captain George M. Wilson, from 6500 Fighter Control Area, (Prov.)

Captain Reese D. Burton, from 6501 Fighter Control Area, (Prov.)

Captain Roy F. Bergengren, Jr., from 6501 Fighter Control Area, (Prov.)

Captain John C. Pogue, Jr., from 2638th Fighter Headquarters Platoon (Prov.)

Captain Albert E. Dowd, from 6503rd Fighter Control Area, (Prov.)

Captain Emil L. Fogelin, from 6500 Fighter Control Area, (Prov.)

Captain Charles P. Beazley, from 325 Fighter Control Squadron.

Captain John C. Mc Cracken, from 2638th Fighter Headquarters Platoon, (Prov.)

Captain Francis M. Hauch, from 6501st Fighter Control Area, (Prov

Captain Kenneth W. Gordon, from 6503 Fighter Control Area, (Prov)

Captain George M. Peagler, from 6501 Fighter Control Area, (Prov)

Captain Glenn E. Rockey, from 6501 Fighter Control Area, (Prov)

First Lieutenant John W. Mueller, from Headquarters XII Fighter Command.

First Lieutenant Albert C. Garber, from Headquarters XII Fighter Command.

First Lieutenant William R. Somerville, from Headquarters XII Fighter Command.

First Lieutenant Alson P. Gibson, from Headquarters XII Fighter Command.

First Leiutenant Karl L.M. Hans, from Headquarters XII Fighter Command.

First Lieutenant Jesse W. Berryhill,

First Lieutenant David D. Webster, from 6500 Fighter Control Area (Prov).

First Lieutenant Marvin Skipworth, from 6503 Fighter Control Area (Prov).

First Lieutenant George G. Garman, from 6503 Fighter Control Area (Prov.)

First Lieutenant Hugh D. Fortenberry, from 6503 Fighter Control Area (Prov.)

First Lieutenant Hugh C. Brooks, from 6500 Fighter Control Area (Prov.)

First Lieutenant John D. Ziller, from 6501 Fighter Control Area (Prov.)

First Lieutenant George J. McLaughlin, from 6501 Fighter Control Area (Prov.)

First Lieutenant Altis A. Mills, from 6501 Fighter Control Area (Prov.)

First Lieutenant Lamar W. Davis Jr., from 2638th Fighter Headquarters Platoon (Prov.)

First Lieutenant Maurice J. Long, from 6516 Radar Reportiing Platoon (Prov.)

First Lieutenant William K. Kimberlin, from 6516 Radar Reporting Platoon (Prov.)

First Lieutenant Harold S. Logan 6516 Radar Reporting Platoon (Prov.)

First Lieutenant Nunzi T. Mirenda, from 325 Fighter Control Squadron.

Second Lieutenant James K. Pence, from Headquarters XII Fighter Command.

Second Lieutenant Richard J. H. McClure, from Headquarters XII Fighter Command.

Second Lieutenant Franklin M. Andrews, Jr.,

Second Lieutenant Jacob C. Attone,

Second Lieutenant Malcolm D. Campbell,

Second Lieutenant Howard S. Wilkens,

Second Lieutenant Floyd F. Foss,

Second Lieutenant Quentin R. Wolffe,

Second Lieutenant Frank E. Gilbert,

Second Lieutenant Noel Howard,

Second Lieutenant John E. McAdams,

Second Lieutenant Raymond L. Rodgers,

Second Lieutenant John W. Grange,

Second Lieutenant Robert F. Mangone,

Second Lieutenant Robert J. McCullen,

Second Lieutenant John A. Suyar,

Second Lieutenant Samuel E. Russell, Jr.,

Second Lieutenant Jack R. Pierce, 6503 Fighter Control Area, (Prov.)

Second Lieutenant John R. Vielrock, from 6503 Fighter Control Area (Prov.)

S E C R E T

Second Lieutenant George H. Guiler, from 6500 Fighter Control Area (Prov.)

Second Lieutenant Robert W. Crewohl, from 6500 Fighter Control Area (Prov.)

Second Lieutenant John W. Ray, from 6501st Fighter Control Area (Prov.)

Second Lieutenant John R. Cummins, from 2638th Fighters Headquarters Platoon (Prov.)

Second Lieutenant Lee S. Couchman, from 6516 Radar Reporting Platoon (Prov.)

Second Lieutenant Nelson D. Wood, from 6501 Fighter Control Area (Prov.)

Second Lieutenant Gerald W. Grady, from 6503 Fighter Control Area (Prov.)

Second Lieutenant Meyer Perilman, from 325th Fighter Control Squadron.

Second Lieutenant William C. Gouse, from 325th Fighter Control Squadron.

Gains - 2638th Fighter Headquarters Platoon (Prov.)

First Lieutenant William W. White from 414 Night Fighter Squadron.

First Lieutenant Frank Balog, Jr., from 6500 Fighter Control Area (Prov.)

S E C R E T

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First Lieutenant Ralph D. Cromer from 6501 Fighter Control Area (Prov.)

First Lieutenant Frederick Englert from 6501 Fighter Control Area (Prov.)

First Lieutenant Orville M. Young from 6501 Fighter Control Area (Prov.)

(4) Losses - a) Headquarters and Headquarters Squadron 63rd Fighter Wing

Colonel William E. Covington, Jr., A-3 to Headquarters XII Fighter Command.

Lieutenant Colonel Harry C. Parham, A-1 to Headquarters XII Fighter Command.

Lieutenant Colonel George J. Kantor, Wing Surgeon, to XII Tactical Air Command.

Lieutenant Colonel John E. Drum, Jr., Signal Officer, to 560th Signal Air Warning Battalion.

Major Maurice R. Gutman, Signals Officer to Headquarters XII Fighter Command.

Major Ernest J. Collins, Assistant A-3 to Headquarters XII Fighter Command.

Major Ralph J. Thomas, A-4 to Headquarters XII Fighter Command.

Major Gerald W. Hayes, Headquarters Squadron Medical Officer, to 6503 Fighter Control Area (Prov.)

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Captain Willard R. Cullen, Assistant A-3 to Headquarters XII Fighter Command.

Captain Thomas F. Watkins, Assistant A-1 to Headquarters XII Fighter Command.

Captain Ralph J. Hopkins, Wing Engineering Officer to Headquarters XII Fighter Command.

Captain William F. Persons, Assistant A-4 to Headquarters XII Fighter Command.

Captain George C. Fortune, Movements Liaison Officer to 2638th Fighter Headquarters Platoon (Prov.).

Captain Franklin W. Chapman, to 414 Night Fighter Squadron.

Captain Jack T. Haskins to First Emergency Rescue Squadron.

Captain Dana M. Raymond Signal Officer to 560th Signal Air Warning Battalion.

Captain Richard J. Connely, Chaplain to 560th Signal Air Warning Battalion.

Captain Julius C. Robbins, Dental Officer to 560th Signal Air Warning Battalion.

Captain Sidney L. Tames to 561st Signal Air Warning Battalion.

First Lieutenant Val S. Scoville, Communications Officer to Headquarters XII Fighter Command.

First Lieutenant George R. Bechtold, Assistant A-1 to Headquarters XII Fighter Command.

First Lieutenant John K. Thomas, Squadron Adjutant to Headquarters XII Fighter Command.

First Lieutenant Fred O. Stuck, to 47th Bomb Group, (L).

First Lieutenant William R. Somerville to Headquarters XII Fighter Command.

First Lieutenant William W. White, Assistant A-2 to 414 Night Fighter Squadron.

First Lieutenant Jesse W. Berrynill to 414 Night Fighter Squadron.

First Lieutenant Richard B. Haskell to 6501 Fighter Control Area, (Prov.)

First Lieutenant David D. Webster, Signal Officer to 560 Signal Air Warning Battalion.

First Lieutenant John W. Mueller, Signal Officer to 561st Signal Air Warning Battalion.

First Lieutenant Arthur R. O'Neil, Signal Officer to 561st Signal Air Warning Battalion.

First Lieutenant William J. Coughlan, Assistant A-2 to 62nd Fighter Wing.

Second Lieutenant Charles Byrket, to Headquarters XII Fighter Command.

Second Lieutenant Franklin M. Andrews, Jr., to 414 Night Fighter Squadron.

Second Lieutenant Malcolm D. Campbell to 414 Night Fighter Squadron.

Second Lieutenant Howard S. Wilkens to 414 Night Fighter Squadron.

Second Lieutenant Jacob C. Attone, to 414 Night Fighter Squadron.

Second Lieutenant Floyd P. Foss, to 414 Night Fighter Squadron.

Second Lieutenant Quentin R. Wolfe, to 414 Night Fighter Squadron.

Second Lieutenant Samuel E. Russell, to 414 Night Fighter Squadron.

Second Lieutenant Frank E. Cilbert, to 417 Night Fighter Squadron.

Second Lieutenant Noel Howard, to 417 Night Fighter Squadron.

Second Lieutenant John C. McAdams, to 417 Night Fighter Squadron.

Second Lieutenant Raymond L. Rodgers, to 417 Night Fighter Squadron.

Second Lieutenant John W. Grenge, to 417 Night Fighter Squadron.

Second Lieutenant Robert P. Mangone, to 417 Night Fighter Squadron.

Second Lieutenant Robert J. McCullen, to 417 Night Fighter Squadron.

Second Lieutenant John A. Suyar, 417 Night Fighter Squadron

Second Lieutenant Robert L. Newell, to 325th Fighter Control Squadron.

Second Lieutenant James K. Pence, to 417 Night Fighter Squadron.

Warrant Officer, (JG), John R. Morgan, Assistant Adjutant to Headquarters XII Fighter Command.

b) Losses - 2638th Fighter Headquarters Platoon, (Prov.)

Major Paul S. Vaughn, to 560th Signal Air Warning Battalion.

Captain George C. Fortune, Assistant A-3 to Headquarters XII Fighter Command.

Captain Charles F. Beazley, to 6500 Fighter Control Area (Prov.)

Captain Eli C. Mayfield, to 63rd Fighter Wing.

Captain John C. Pogue, Jr., to 63rd Fighter Wing.

Captain John C. McCracken, to 63rd Fighter Wing.

First Lieutenant William W. White, Assistant A-2 to Headquarters XII Fighter Command.

First Lieutenant Reginald O. Jackson, to 6503 Fighter Control Area (Prov.)

First Lieutenant Lamar W. Davis, Jr., to 63rd Fighter Wing.

Second Lieutenant Francis E. McGee to 6501 Fighter Control Area (Prov.)

Second Lieutenant John R. Cummins, to 63rd Fighter Wing.

SHEET NO. 56 OUTLINE HISTORY, HEADQUARTERS, 63 FIGHTER WING

MONTH SEPTEMBER 1944 PREPARED BY S/SGT. HAROLD S. OLSEN

BASTIA, CORSICA

d. Station.

(1) Name of Station.

a) Administration - Pensionnat de St. Joseph, Bastia, Corsica

b) Quarters - Officers, requisitioned buildings, Bastia, Corsica. Enlisted Men, Lycee de Bastia, Bastia, Corsica.

e. Movements of Unit.

(1) Nil

f. Campaigns.

(1) Italian

(2) French

g. Operations.

(1) Reference War Diary for September.

h. Command Officers on Important Missions.

(1) Nil

I. Losses in Action.

(1) Nil

j. Awards.

(1) Bronze star medal was awarded to the following:

a) Captain John C. McCracken, O-917782, 2638th Fighter Headquarters Platoon per General Order 184 Headquarters Twelfth Air Force.

k. Photographs.

(1) Nil

l. Promotions

(1) Nil

SHEET NO. 61 WAR DIARY, HEADQUARTERS, 63RD FIGHTER WING

MONTH SEPTEMBER 1944 PREPARED BY S/Sgt HAROLD S. OLSEN.

BASTIA, CORSICA

The month of September got underway with the Wing hearing rumors that they were about to move to Southern France. Everyone was excited about the anticipated move for we had been on the island of Corsica for nearly a year, and it no longer held any fascination or interest for the majority of the men. We figured we had been in one place too long. The morale of the outfit soared when we were told to start packing.

As the month advanced, however, and the allied forces which had invaded Southern France made surprisingly rapid progress in driving the Germans back, we heard that our move might be cancelled due to the fact that there would be no need for an outfit such as ours if the Allied Forces continued to push inland at such a pace. Sure enough, that was just what happened, and it was a sad day for the Wing to learn that our hoped-for trip to France had been called off, but we still retained the feeling we were destined to move very soon regardless.

For nearly a full year the 63rd Wing had been engaged in various offensive missions against the enemy. We were mainly concerned with anti-shipping strikes, anti-submarine sweeps, and bombing and strafing enemy radar sites, small factories, airfields, motor convoys, trains, harbors and railway and road communications. The Wing had also provided fighter escort for medium bombers on missions from Sardinia and Corsica, and controlled all day and night fighters operating from the two islands.

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SHEET NO. 62 WAR DIARY, HEADQUARTERS, 63RD FIGHTER WING

MONTH SEPTEMBER 1944 PREPARED BY S/Sgt HAROLD S. OLSEN.

BASTIA, CORSICA

When the Wing first moved to Corsica a bit of minor enemy action was not infrequent, for we were a considerable distance ahead of the front in Italy and enemy shipping was constantly being carried out in the Gulf of Lion and the Tyrrhenian and Ligurian Seas. Now, however, the invasion of Southern France and the northward movement of the front in Italy had left the Wing too far behind the enemy lines.

After the invasion of Southern France, the 63rd Fighter Wing was called upon late in August to set up a fighter control sector to protect the ports and military installation of Southern France from enemy aircraft.

By the 1st of September, the 325th Fighter Control Squadron was fully operational at St. Tropez, France, and controlling Spitfires and Beaufighters that patrolled that area day and night respectively. Personnel was furnished by the Alghero Sector whence the Commanding Officer, Kermit R. Dyke, came, and the Ajaccio and Borgo Sectors.

On 10 September, it was decided to set up a sub-sector in South France and personnel for it was sent over from Corsica under the direction of Major Daniel O'Day, formerly second in command of the Ajaccio Sector. The sub-sector was established near Salon, France, and became operational 13 September on a 24 hour basis.

The sector and sub-sector were operational the rest of September. During the month the sector moved to Salon and the sub-sector was transferred to St. Tropez for tactical and administrative reasons.

SHEET NO. 63 WAR DIARY, HEADQUARTERS, 63RD FIGHTER WING

MONTH SEPTEMBER 1944 PREPARED BY S/SGT. HAROLD S. OLSEN

BASTIA, CORSICA

The Wing had prepared several airfields on Corsica for use by fighters operating with the Invasion Forces, and now that our aircraft were using recently acquired fields in Southern France, our primary task had been completed. We looked expectantly ahead to the future.

During the middle of the month we started losing many of the original personnel who had been with the 63rd when it was activatedas the 2nd Air Defense Wing. Most of these men were transferred to Headquarters, XII Fighter Command.

Because of these transfers the wing held a farewell party in the messhall on Monday Evening, 11 September 1944. The original men were seated in a reserved section of the messhall and it was to be the last gala affair at which the "Old Gang" would be present for some time to come.

Roast young pig topped the menu for this long-to-be-remembered dinner. Also on the menu were apple sauce, roast sirloin beef, baked sage dressing, snow-flake potatoes, roast beef gravy, Spanish string beans, buttered peas, sliced fresh tomatoes, pickle relish and onions, fresh grapes, choclate layer cake, homemade ice cream, hot coffee, iced lemonade, and iced beer. The cooks, under the able and well-appreciated supervision of M/Sgt. George Bergman, had really "dished out" a delectable meal. The chocolate layer cake was delicious proof that T/4 Tony LaBella, the squadron baker, was still'tops' in his line as far as any of the squadron men were concerned.

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Our Squadron Commanding Officer, Captain Eugene Phillips, and the Squadron Medical Officer, Major Gerald W. Hayes, gave short speeches in the approved after dinner fashion. We then adjourned to the day room where a buffet lunch was to be served. The bar was also opened. It was quite a night, and one which will long be remembered by the men of the 63rd Fighter Wing.

On Saturday, September 23rd, 1944, approximately 75 enlisted men of the 63rd Fighter Wing Headquarters and Headquarters Squadron, led by the Squadron Commanding Officer, Captain Mayfield, participated in a hike across the island to a point near St. Florent. The weather was cloudy and several showers served to cool off the marching men without dampening their spirits. The line of march led up the mountain, through the low-hanging clouds, past the monument erected to the French Regimentals who had lost their lives there one year before in freeing the island from German occupation. It was an ideal time of day for marching and the original contingent arrived at the appointed bivauc area with but one man riding the "meat wagon." The Mess Sergeant had prepared a wondrous repast which was most welcome after the ten and four-tenths mile hike. There was no grumbling when the men learned that trucks were waiting to carry them back to Bastia.

We had suspended all preparations for moving after the cancellation of our move to France when word came that we were destined to leave very soon for Italy. The building of crates and boxes commenced again and packing got underway on a grand scale, for we were supposed to be ready to leave by 23 September. When that date rolled around the plans had

SECRET

been changed to the first part of October.

About the same time other sudden and far reaching changes occurred. Chief among these was the severance of our connections with the Mediterranean Allied Coastal Air Force, with whom the Wing had been connected, through the XII Fighter Command, since its arrival in the theatre. (attached are copies of letters of commendation from Air Vice-Marshall Lloyd, A.O.C., M.A.C.A.F., and Brigadier General Edward M. Morris.) On the 16th of September, the message was promulgated that the Wing was transferred to the Mediterranean Allied Tactical Air Force under the immediate supervision and direction of the XII Fighter Command. The 21st of September found the Wing deprived of all operational responsibilities. This also placed the Borgo, Ajaccio, and Alghero Sectors on a non-operational status. Many subordinate units were transferred from under our control and the assimilation of personnel from the three disbanded sectors became necessary. This proved to be a job of heroic proportions and the personnel section worked night and day to keep up with their work. Most of the Sector Personnel were transferred into the Wing and lived with the 63rd Fighter Wing Detachment located at Erbalunga. The Strength Report for 30 September revealed that the Wing had surpassed all previous figures pertaining to the number of personnel assigned to the Wing. On that date we had 71 officers and 465 enlisted men.

SECRET

SHEET No. 65A WAR DIARY, HEADQUARTERS, 63RD FIGHTER WING

MONTH SEPTEMBER 1944 PREPARED BY S/SGT. HAROLD S. OLSEN

BASTIA, CORSICA.

The following is a true copy of the text of a message from Air Vice Marshal H.P.Lloyd, Air Officer Commanding Mediterranean Allied Coastal Air Force addressed to all units, 63rd Fighter Wing, dated 16 September 1944.

"Six three Wing is transferred from Coastal Air Force to Tactical Air Force tomorrow. Tomorrow will be a sad day for Coastal Air Force for we have worked together for a long time and we will miss your helpful cooperation and disdain of any difficulties.

"You have all done a splendid job in this theatre and particularly in the last few months in making Corsica and Sardinia the springboard for our attacks on the South Coast of France which were so conspicuously successful. Your work in Corsica and Sardinia has been superlative and is acknowledged by all.

"The words difficult and difficulties certainly take no place in the dictionaries of the Six Three Wing.

"Good luck, Six Three Wing and the best of good fortune and good hunting always. I wish to convey to you and all those under your-command my deep appreciation for all your services."

(s) H.P.Lloyd, A.V.M.
A.O.C., MACAF.

BASTIA, CORSICA

Following are extracts of a letter of appreciation from the 12th Fighter Command to the 63rd Fighter Wing, dated 10 September 1944:

"For more than eighteen months the XII Fighter Command has formed the United States Component of the Mediterranean Allied Coastal Air Force, initially designated as the Northwest African Coastal Air Force.

"The nature of your work, for the obvious reasons of military security, has of necessity precluded the dissemination to the general public of the role in which you were engaged. The recounting of the vast importance of your responsibilities, so well carried out, has been subordinated to the attainment of the ultimate victory that is now so close.

"Yours will never be the public acclaim awarded to those engaged in more spectacular efforts. Your only reward must be the inner satisfaction that comes from the knowledge of having faithfully and effectively performed a most difficult and important task.

"The XII Fighter Command is now closing its operations with the Mediteranean Allied Coastal Air Force. I cannot foretell what your individual military futures will be. But I know, because you have shown me, that whatever duties you will be given to perform, you will perform them well, wether they be against our active enemies in the war that still remains to be won, wether on the home front, or finally in the readjustment period to follow. And it will make no difference whether those duties are imposed by military or civilian authorities or by the dictates of your own conscience and your patriotism. I know that they will be performed with the same aggressiveness of spirit and intensity of purpose that you have demonstrated as members of this command.

"It has been a great privilege to me to have been able to work with youfor the past nine months. I thank you officially for your fine military accomplishments. I thank you personally for your loyality and comradeship-in-arms.

(s) EDWARD M. MORRIS
Brigadier General, USA
Commanding

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S E C R E T

On Saturday night, April 1st, 1944, the officers of the Wing gave their first party in Bastia at the Opera House. This was also an occasion for General Craigie to meet a number of officers and friends of the Wing.

The committee worked hard for the preceeding week and with Sgt. Bergman's help a buffet, which far surpassed anything Bastia had ever seen, was produced complete with quanitities of various kinds of appetisers, sandwiches, fruit, cakes and three large cakes which were masterpieces. A bar stocked with punch and other drinks was run through the evening and music was supplied by the 41st Engineers of Swing.

The General's March was played as General Craigie arrived and he then met most of the representatives of units under the Wing, as well as the Royal Navy, RAF, FAF, British and American commandos and others.

The evening was a great success and showed a big change from the early days of October when members of the advance party arrived. At that time there were no lights in Bastia, little fuel, almost no food. There were very few American troops and all operations were under pretty rugged conditions.

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On April 30, 1944, the enlisted personnel of the Headquarters and Headquarters Squadron, 63rd Fighter Wing, put on a party at the Bastia Opera House. The never-to-be-forgotten Sunday dawned clear and bright, and the men spent the morning preparing for the coming event of the afternoon. By means of mimeographed invitations the party had been widely publicized amongst the feminine population of the city.

Came 2:00 P. M. -- the men congegrated in the large dance hall awaiting the arrival of their guests.....the well-known 41st Engineers of Swing bank was sending melodic dance tunes.....and G. I. shoes were tapping to the music while the men waited for the entrance of girls who wished to dance, but for some reason very few girls entered the dance hall. Rather, they were in an adjoining room jammed up against the food counter, their mouths watering for a taste of the delectable delicacies spread out on a long serving counter. The food was not to be served until intermission but, regardless of the fact that the dance was just getting under way and a long wait would be necessary before serving time, the girls refused to leave the counter. They were firmly entrenched along the Sandwich Line and successfully repelled all counterattacks launched by our men who asked them to dance. The girls had come to eat, not to dance.

The Sandwich Line had as separate objectives such delicacies as doughnuts, sandwiches of several types and catagories, and two super-deluxe masterpieces of baking which were turned out in the form of chocolate cakes standing four feet in height. One cake was topped with a model of a single engine Wright job; the other with a French bi-plane. The pasteries had been

prepared by the skillful hands of the Mess Sgt., M/Sgt. George Bergmen, and the squadron baker, T/4 Tony Labella.

The first half of the dance was not too successful with all the girls fighting for favorable positions along the Sandwich Line and the men waiting in the dance hall for partners who never came in. Some of the fellows enjoyed a few drinks of the many liquors which had been brought in from Africa the day previous to the party. Such thirst quenchers as Eau de Vie, Triple Sec, Alicante, Cognac and Manderine flowed freely. In fact, it was just as one of the boys said afterwards, "There was enough liquor to launch a battleship."

As the time for the intermission neared the girls were seen to be opening their purses and taking from within them such things as paper sacks, newspapers and anything else which could be used for carrying. These acts puzzled the men at first, but finally, when it dawned upon the men what the girls were planning to do, it was too late to really do anything about it. The guests were not only going to eat doughnuts, sandwiches and cake, but they were also thinking about carrying away as much food as they could get their hands on. The men were in a bad spot with the counter already being shoved back from the pressure of the girls who stood about 15 deep along it. Then it happened!

M/Sgt. Bergman gave everyone the green light to go ahead and eat. As Sgt. Mittleman wrote in the squadron paper, "There was a rush...there was a mass surge...there was a large amount of noise...there was hubdub...there was loud gnashing...there was the sound of paper rustling...there was the sound of locks snapping....there was no food."

When our men finally reached the counter the cooks were bringing out what little food had been left in the kitchen, and then the girls started asking the boys to bring them a sandwich for Papa, Mama, Sister and Brother. Even the little girls who had accompanied their older sisters to the dance were asking the men to bring them doughnuts and cake. Everybody suddenly had someone whom they had to feed.....even the babies had babies.

After the girls had practically ransacked every morsel of food in the house they decided it was time to dance, but by this time quite a number of our boys who had been sans the repast had decided the only thing to do at the party was to have a few more"shots" than the next fellow. This practice got under way with a bang, and ended with a bang. Several of the men and girls, however, did actually get out on the dance floor.

About this time, Brigadier General L. C. Craigie, Commanding General of the 63rd Fighter Wing, came in with several members of his staff and welcomed the guests with a short talk in French.

The men gathered about the bar drank toasts to everything and to everyone. Results would indicate that a considerable number of subjects were toasted.

It was a great party which can best be described with Sgt. Mittleman's closing words, "We came, we saw, we drank, we had fun, we fought, we didn't eat -- WE HAD IT!"

There are many things to be remembered about the early days of the 63rd Fighter Wing in Corsica. At the time the Headquarters were set up in the Pensionnat De Jeanne D'Arc, Bastia, the Germans had been out of the city only about a week. The town was wrecked as a result of the bombings and in the convent itself, many of the partitions had been blown out. There were no lights and most of the windows were gone. There was no heating and little food.

The nuns were very glad to have the Wing in their building and turned over a good part of it, reserving the rest for themselves. They had no food to speak of, and we set up our temporary kitchen with field ranges in their basement. For the first meal there were about four officers and nearly twenty men, all of whom were also sleeping in the building. Food had to be trucked over the mountains from Ajaccio as the harbor was still unserviceable, and the waters around it were filled with mines.

To make things worse, the weather was consistently bad. It rained in Bastia nearly every day, and in the mountains it snowed. There was, of course, no PX, and cigarettes were at a premium. We had no fresh meat for weeks, but all in all fared pretty well. After each meal the nuns would appear with their baskets and they were given everything that was left. This was not only for them, but was also shared with a number of old and homeless people whom they were looking after.

The bath situation became acute, as there was also a shortage of wood, but we were finally able to locate a supply out of town and this was hauled in and fires were made in the convent to heat water so that about

once a week officers and men could bathe. This became a great occasion and on the arrival of wood, word would would go quickly around that baths were in the offing.

There were many rumors of turkey, real turkey, for Thanksgiving and as the day approached hopes went higher and higher. On Thanksgiving Eve it arrived. Food was also obtained from the French, who had supplied us daily with bread and some other staples from their rations. Thanksgiving Eve, shortly after six o'clock, the Jerries arrived. For more than an hour Bastia was bombed, the major hit being on the Lysee de Bastia, which had just been taken as a barracks for the squadron. Fortunately, only twelve of our men had moved in, and they were all able to get out before the hit.

Despite the raid, work went on, the turkeys were cleaned and dressed and the baking started.

The following noon all of us were not only thankful that we had escaped casualties in the raid of the night before, but also for a wonderful dinner with all the turkey and dressing that we could eat and chocolate cake to finish it off.

One of the first things that had to be done after we moved to Corsica was to clear the airfield at Borgo of mines and traps set by the Germans. This went on for several weeks until finally Colonel Graves landed and declared most of the field safe. One of the first landings of more than one plane came the afternoon when the A.O.C. of MACAF, Air Vice Marshall Sir Hugh P. Lloyd, arrived in a Beaufighter flown by Wing Commander Stevenson of 153 Squadron, with General Gordon Saville of XII Fighter Com-

mand and Colonel Graves flying cover in P-39s. Unfortunately, in landing, the Beaufighter went too far down on the marshy part of the field and sank into the mud. In trying to raise the plane an Italian workman was killed.

In those days we also learned for the first time what the French expected from us in the way of participation in their parades. The first of these came on Armistice Day, 1943, when we were asked to have our officers in the reviewing group as General Lucner inspected the troops. All of the populace of Bastia turned out and the men made a good showing.

After this there were many other times when the officers turned up on the Place de Galle to participate in these reviews. On occasion our enlisted men also took part and did well by themselves. During our stay in Bastia these parades included reviews by General Giraud, General de Galle, the Bastille Day parade and the celebration in honor of the returning troops after the conquering of Elba.

CHRISTMAS 1943

During those 12 and 24 hour passes issued to officers and men of the Wing from Santini on Christmas, 1942, there was little thought of where the next Christmas would be spent. Corsica was an unknown island to most of us and about as far removed from our thoughts as Little America.

However, when the holidays rolled around we were all pretty well established in Bastia, and a determined effort was made to make the most of it.

Christmas Eve, Colonel Graves had as his guests at dinner Captain Dickinson of the Royal Navy, Colonel Gentis, the ranking French officer and Captain Sticca of the French Navy, together with officers of the Wing. Following dinner everyone, officers and men, together with their guests, assembled in our own convent theater and a real Christmas G. I. show was put on by men of this and neighboring organizations. The show was very well presented and the actors, remote as they may have been from the theater prior to entering the Army, played their parts in an exceptionally superior manner so as to bring many smiles to the faces of the spectators.

A second presentation of the show was given on Christmas Night for the men who were unable to attend the first showing. Both nights found the theater filled to capacity. The theater was decorated with cedar and there was a huge Christmas tree trimmed with paper garlands made by the nuns and the men. There were presents of oranges and candy and the show itself was a great success, made up of music and black-out sketches.

Following this, the chapel was opened for midnight mass and it was a great sight. The windows had been covered with blankets because of the

blackout. The church was packed with our men, American Rangers, British Commandos, delegations from the P. T. boats, the 15th Station Hospital, the R.A.F., the Royal Navy and the American ground forces. Most of those present received communion, and as midnight sounded, T/Sgt. Ritenburg sang"Silent Night". Other music during the mass was provided by the nuns who had decorated the chapel and the altars were filled with lighted candles.

Christmas morning, candy and chewing gum, donated by the officers and men of the Wing, was presented to the children of Bastia at a party given for them by the nuns and the men in the convent. They were shown a special Mickey Mouse picture, then cakes and cocoa were served and each child received oranges and candy, for many of them the first they had had since the war started.

The enlisted men of the Wing had their Christmas dinner at noon. The Officers were served their's in the evening and following dinner, Colonel Graves, accompanied by a number of officers, visited the Squadron bar, specially opened that night, where there were again Christmas songs and toasts to the future.

All in all, everyone in the 63rd Wing enjoyed Christmas in Corsica, and it will long be remembered by the officers and men.

S E C R E T

MONTH MARCH 1944

Sometime during the early Spring of 1944 the AOC, Air Vice Marshall Sir Hugh P. Lloyd, was stopping the night with us and had gone to dinner at the officers' mess with General Craigie, Colonel McNickle, Colonel Ames and several other staff officers. It was about this time that the P-39s of the 350th Fighter Group, who had been under us since the early days of 1943 in Africa, had really been doing a job of hitting communications, ammunition dumps and buildings and small shipping.

This particular night, word came through that the 39's had had a most successful mission, hitting their target with 1,000 pound bombs. As far as we knew, this was the first time they had used bombs of this size.

The word was phoned over to Colonel McNickle at dinner and he passed it on to the AOC and General Craigie. It was just about the last trick for the 39's to pull and it was further proof of their ability to really do a job once they got a chance.

During this same period, another favorite trick of this group was to go over small shipping dropping what they had on it. They would then return, drop their belly tanks on the decks and then return for the third time straffing the belly tanks and starting fires, which in most cases proved disastrous to the boats.

The performance of the 350th Fighter Group during this period was outstanding and they showed the most creditable results when stacked up against those of other groups flying newer and faster planes.

The 350th finally left us in August of 1944. During their long stay under us they became great friends and we worked together extremely well through a number of jobs and in many locations.

S E C R E T

One of the high spots of the Summer for the 63rd Fighter Wing was the Beach Club set up near St. Florent on the west side of the island. After a search for a good location, an excellent beach was found near Nunzio and by it a small restaurant which had been operated by a local resident prior to the war. Arrangements were made for the proprietor and his wife and two sons to stay on and to manage the kitchen and meals.

We erected four tents with four cots each, on the property, and screened in a porch for use as a dining room and put in lights and a shower bath.

Rations were sent over daily but they were prepared in the French manner by Mme. Pancrazi and supplemented with eggs, fruit and vegetables from her own garden so that most of the Wing members looked forward to eating at the club.

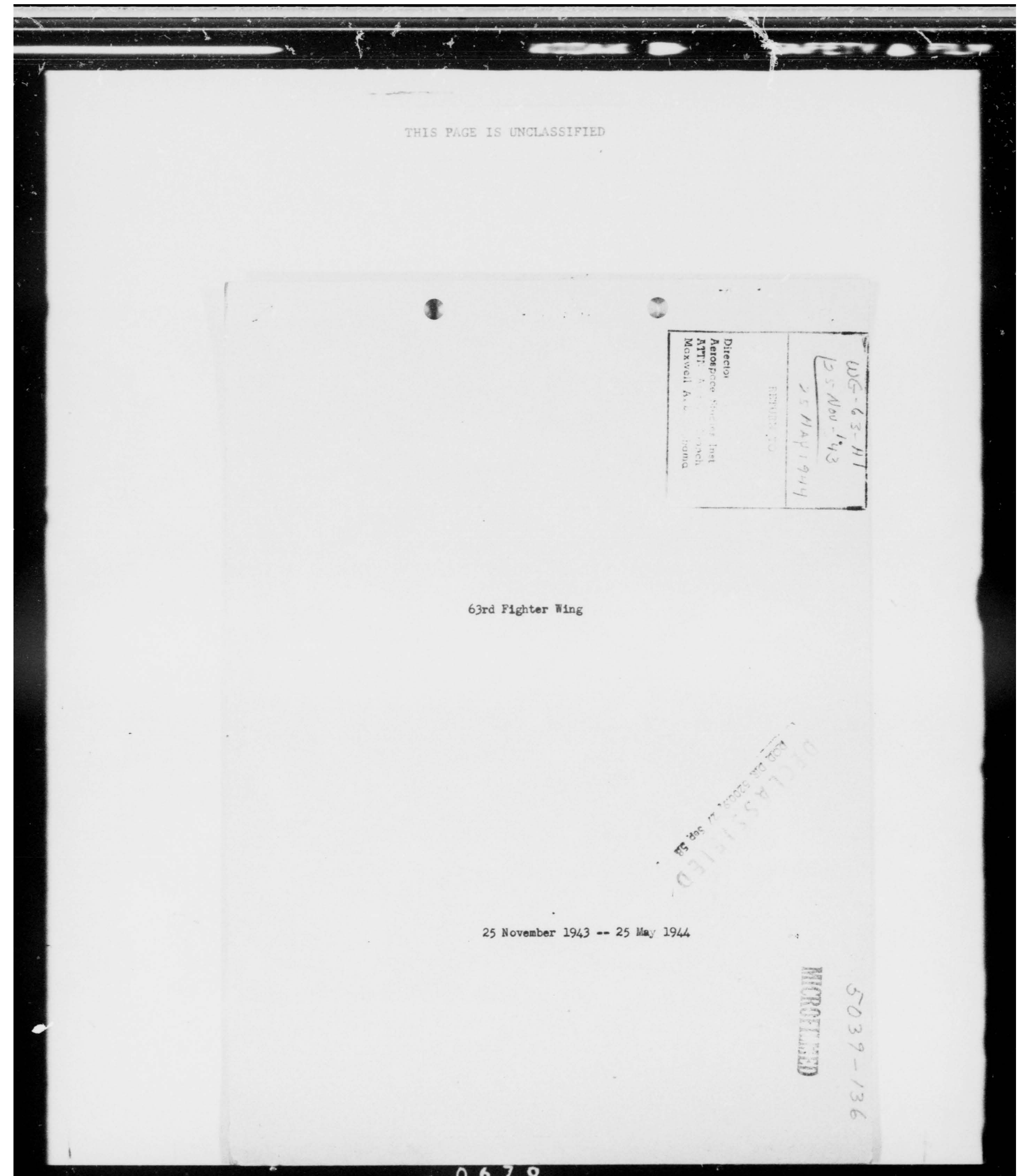
Special cars took the members over in the morning, again in the afternoon and a third run at dinner time. It made it possible for officers having a day off to spend most of it on the beach and to be sure of having extra good meals on their holidays.

The club was used jointly by members of the Air Command Corsica, and Royal Navy and RAF were among the most frequent visitors.

During the summer General Eaker arrived in Corsica with several staff members for a twenty-four hour visit. The plans were carefully made for his entertainment and included a visit during the afternoon to Elba, which had recently been taken by the French.

Captain Dickinson of the Royal Navy arranged a special boat for the occasion with plans to have dinner on board during the return trip to Corsica. Unfortunately, the sea was pretty rough that particular day and although the trip over was uneventful, and the Elba inspection went off on schedule, most of the party took to easy chairs and couches on the return and the dinner was untouched except by about two of the heartiest members.

The following morning General Craigie took his guests into the mountains to have a try at catching the famous Corsican trout. The place had been carefully selected and Frenchmen were on hand to show the best spots for fish. Unfortunately, the time was short and the party had to give up before much of a catch had been made. Colonel Stinson of CASA, however, had prepared for such an emergency by having the Frenchmen catch enough trout the night before to be sure that a trout breakfast could be served, and it was.



63rd Fighter Wing

25 November 1943 -- 25 May 1944

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NG-63-H1

C O N F I D E N T I A L

HEADQUARTERS
SIXTY THIRD FIGHTER WING

A-ICC/1

File Ref: 327.0199

APO 650,
30 May 1944.

SUBJECT: Summary of Operations.

TO: All Units.

1. The following is a summary of operations of the 63rd Fighter Wing for Corsica and Sardinia for a 6 months period from 25 November 1943 to 25 May 1944 inclusive:

A. Sorties:

Reccos	1,934
Strikes	2,669
Sweeps	1,510
Scrambles	1,090
Patrols	4,850
Escort	3,202
ASR	705
A/S	82
Intruder	466
TOTAL	16,508

B. Ships Sunk: 175
Ships Damaged: 163
TOTAL 338

C. Air Victories: 94 - 13 - 38.

2. This is an imposing record and one of which all participants may well be proud. By means of constant anti-shipping reconnaissance flights and anti-shipping strikes, the "Hun" has been forced to carefully hide his shipping in defended harbors, in river mouths or sheltered bays along the coast. Even in these "sanctuaries" he has not been safe, as armed reconnaissance flights, launched by aircraft based on these islands, have hunted out these concentrations of small boats and destroyed a large number of them.

C O N F I D E N T I A L

5039-136

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(Summary of Operations)
30 May 1944, cont'd.

3. The results cited above indicate that we have made it expensive for the Germans to move their supplies by water to Southern Italy. The real effectiveness of your work, however, cannot be measured by tonnage sunk. By denying him the use by day of this attractive water route, thousands of tons of supplies, which otherwise would have been available to the German Army opposing the 5th and 8th Armies, have never reached him. Many of the dumps along the coast in the vicinity of the ports have been destroyed. Road and railroad bridges along the coastal routes have been rendered unserviceable. Many of his larger Merchant Vessels plying the coastline of Southern France have been reconnoitered and sunk. His defenses, including Radar stations, have been repeatedly attacked and put out of commission. The less glamorous, but more tiresome and monotonous patrols protecting shipping convoys and our installations on the islands have played an important, although less direct, part in our effort against the Boche. The imposing number of Air-Sea rescue sorties has paid good dividends, having resulted in saving the lives of 91 individuals. Because of this splendid record, our pilots and those of Tactical and Strategic Air Forces are enabled to go after their targets across long stretches of water with a much greater feeling of assurance than would otherwise be the case.

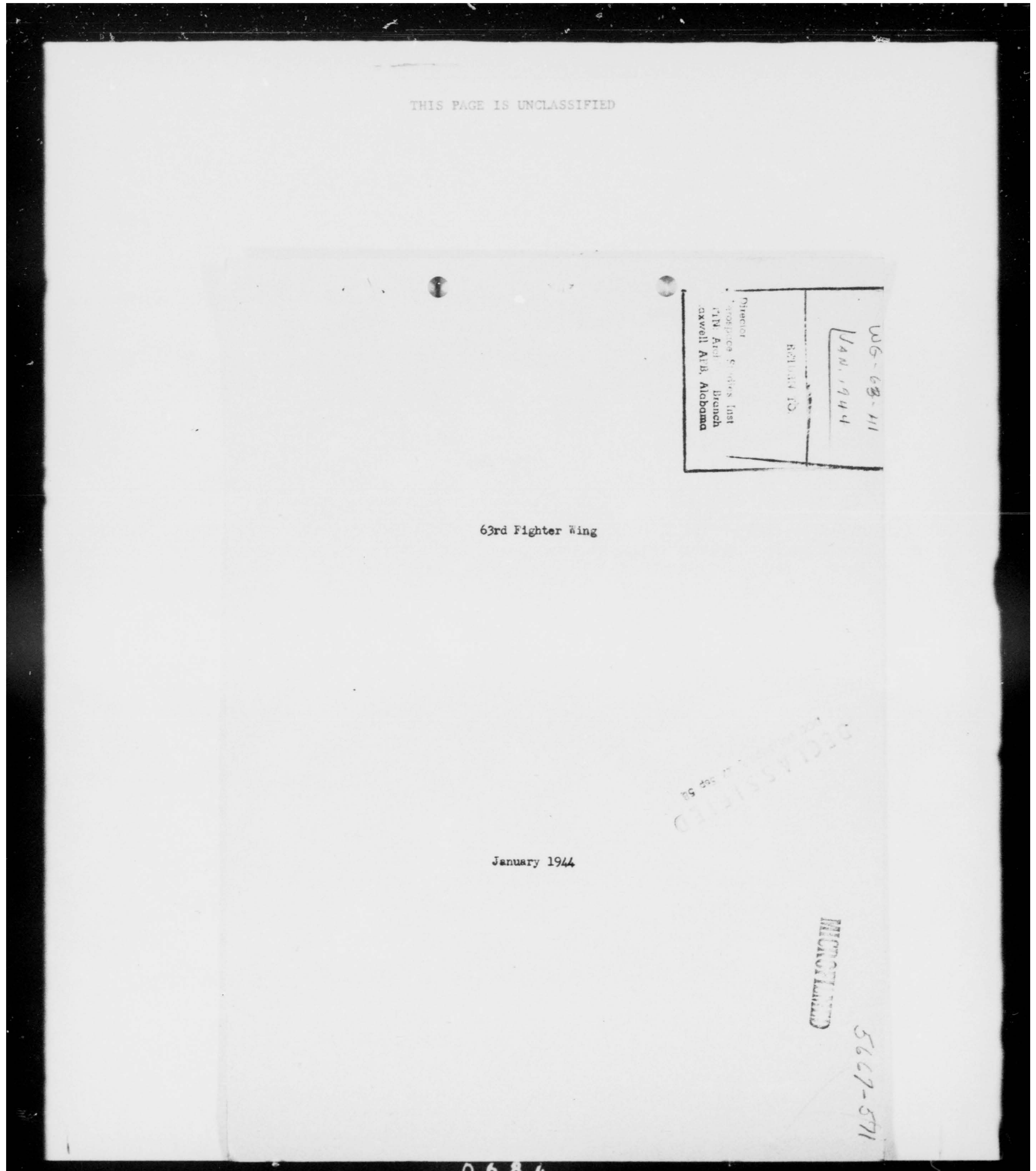
4. As Air Operations continue to build up in this section of the Theater, all of your responsibilities will assume greater importance. Therefore, it behooves us not to rest on our laurels, but to continually strive to make our efforts more effective.

s/L. C. Craigie
L. C. CRAIGIE
Brigadier General, U.S. Army,
Commanding.

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63rd Fighter Wing

January 1944

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S E C R E T

SHEET NO. 2 — OUTLINE HISTORY, HEADQUARTERS, 63RD FIGHTER WING

MONTH JANUARY 1944 — PREPARED BY 1ST LT. W. J. COUGHLAN.

1. STATISTICS:

	Jan 1	Jan 31
Officers	40	51
Enlisted Men	186	186
Total	226	237
Net Increase		4%

2. Stations: (permanent or temporary) of units or parts thereof;

A. The following units are attached to this Wing for administration purposes;

1. Headquarters and Headquarters Squadron, 63rd Fighter Wing-Bastia.
2. 560th Signal (AW) Battalion . . . . Borgo.
3. 350th Fighter Group
   - Headquarters Squadron . . . . Alghero.
   - 345th Fighter Squadron . . . . Alghero.
   - 346th Fighter Squadron . . . . Elmas.
   - 347th Fighter Squadron . . . . Ghisonaccia.
4. 52nd Fighter Group
   - 2(US) Fighter Squadron . . . . Borgo.
   - 4(US) Fighter Squadron . . . . Calvi.
   - 5(US) Fighter Squadron . . . . Borgo.
5. 78th Fighter Control Squadron . . . . Alghero.
6. 414th Night Fighter Squadron . . . . Elmas.
7. 308th Signal Company. Bastia.
8. 2688th Headquarters and Headquarters Squadron (P) . . . Ajaccio.
9. 2685th Fighter Control Squadron (P) . . . . Borgo.
10. Co. B and Co. C, 52nd Signal (AW) Battalion . . . . . . Ajaccio.
11. 311th Fighter Control Squadron. . . . . Cagliari.

B. In addition the following squadrons operate under the Wing for tactical purposes;

1. 380th Squadron (Mitchells). . . . . Ghisonaccia.
2. 381st Squadron (Mitchells). . . . . Ghisonaccia.
3. 428th Squadron (Mitchells). . . . . Ghisonaccia.
4. 14th Squadron (Marauders). . . . . Ghisonaccia.
5. 23rd Squadron (Mosquitoes) . . . . Alghero.

3. Remarks as to Station Camps;

A. The 63rd Fighter Wing Headquarters occupies the Pensionnat De Jeanne D'Arc, Bastia, Corsica. The four story building overlooks Bastia Harbor.

S E C R E T

Units of the RAF and Royal Navy also have office quarters in the building. Our EM are quartered in the Lycee de Bastia, one wing of which was destroyed by enemy aircraft last Thanksgiving Eve. The officers are quartered in billets requistioned through the French.

4. Transfer Orders:

A. Lt. Col. Richard A. Ames, O22454, AC, Sector Commander Borgo, to Operations Officer, Headquarters, 63rd Fighter Wing on 26 January, 1944.

B. Lt. Col. James S. Coward, O416276, AC, returned to States on 30 January, 1944.

C. Lt. Col. William E. Covington, O20336, AC, Commanding Officer, 2669 Headquarters and Headquarters Squadron (F) to Sector Commander Borgo on 30 January, 1944.

5. Assignment Orders:

A. Robert L. Barkman, O809303, AC, 12 Fighter Command, to Headquarters, 63rd Fighter Wing.

B. Adrian T. Brown, O875548, AC, 12 Fighter Command to Headquarters, 63rd Fighter Wing.

C. Chandler R. Brown, O732353, AC, 12 Fighter Command to Headquarters, 63rd Fighter Wing.

D. Lawrence T. Mentzer, O2053858, AC, 12 Fighter Command to Headquarters, 63rd Fighter Wing.

6. Promotions:

A. Officers

1. Davis D. Graves, O17466, AC, Colonel to Brigadier General, 21 January, 1944.

7. Changes in Command:

A. Lt. Col. Richard A. Ames, O22454, AC, Sector Commander, Borgo to A-3, Headquarters, 63rd Fighter Wing on 26 January, 1944.

B. Lt. Col. William E. Covington, O20336, AC, Commanding Officer, 2669 Headquarters and Headquarters Squadron (F) to Sector Commanding Officer, Borgo, Corsica on 30 January, 1944.

SHEET NO. 4 OUTLINE HISTORY, HEADQUARTERS, 63RD FIGHTER WING

MONTH JANUARY 1944 PREPARED BY 1ST LT. W. J. COUGHLAN.

8. Report of Operations:

A. Appendix A - 1 December 1943 to 24 January 1944.
B. Appendix B -23 January 1943 to 29 January 1944.

9. Victories:

A. Wing January Victories - 23-2-7 - (23 Enemy Aircraft destroyed, 2 probables, and 7 damaged.)

10. Victories since Activation:

A. Total Wing Victories through January 31st: 102 - 14 - 11. (102 E/A destroyed, 14 probables, 11 damaged).

11. Casualty Report:

A. Nil (Headquarters, 63rd Fighter Wing).

12. Awards:

A. Five EM of 63rd Headquarters Squadron received the Purple Heart, (ref. War Diary for January):

Sgt. Michael C. Van Hoecke	31050937
Cpl. Francis X. Cuddy	31204659
Cpl. Leo (NMI) Lesneski	36147255
Pfc. Dominic (NMI) Malgeri	32462841
Pvt. Ray E. Chwaszinski	36483-61

13. Letter of Commendation:

A. Appendix C. Letter of Commendation from Brigadier General Gordan P. Saville, Commanding General, Air Support Command, for the 4 HE 111 and 2 JU 88 destroyed on 23 January 1944, (ref. War Diary, January).

SHEET NO. APPENDIX A   OUTLINE HISTORY, HEADQUARTERS, 63RD FIGHTER WING

MONTH JANUARY 1944   PREPARED BY 1ST LT. W. J. COUGHLAN.

SUBJECT: Resume of Operations, 63rd Fighter Wing, 1 December 1943 to 2400 hours, 24 January 1944.

SORTIES:	52 Ftr Gp	350 Ftr Gp	310 Bomb Gp	23 Mos Sq	414 NFS	326 Fr Sq	327 Fr Sq	328 WG	Totals
Recces	315	117						12	444
Strikes	461	48	53						562
Sweeps	34	206	18						258
Scrambles	180	117			2	8	4		311
Intruders				148					148
Patrols	168	895			56	64	23		1206
ASR's	14	32	5		1	2	4	3	61

TOTAL SORTIES: 2990

Note: These figures do not include the 414 Night Fighter Sq, 326 and 327 (Fr) Sqs, and 328 Wing's Sorties for the period 1 Dec 1943 to 15 Jan 1944. They are included from that date.

SIGHTINGS:

F Boats	177	Destroyers	20
E Boats	72	D/V's	31
Freighters	73	Barges	124
Tankers	20	LST's	13
M/V's	118	Small Craft	164

Miscelaneous Sightings:

A number of M/T's and trains were observed, as well as Radar Installations, Radio Stations, power lines, and transformers.

DAMAGE:

I. Shipping:

1. 3 M/V's sunk.
2. 1 M/V 2 hits.
3. 4 M/V's, near misses, stern of 1 swung by bomb.
4. 1 Freighter, 2 hits on ship, 8 hits on docks, oil tanks set on fire.
5. 1 Freighter, direct hits, flame and smoke seen.
6. 2 Freighters, near misses.
7. 1 Freighter, strafed and left smoking.

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8. 1 Cargo liner, Oneglia harbor, direct hits on bow.
9. 1 small liner, hits amidship, left smoking.
10. 1 cargo liner, damaged severely, was low at stern.
11. 2 destroyers, near misses.
12. 24 small craft sunk.
13. 7 small craft damaged.
14. 1 F boat sunk.
15. 4 F boats hit.
16. 8 F boats near misses.
17. 1 F boat set on fire.
18. 2 boats at Viareggio, 3 hits, dense smoke seen.
19. 1 E boat left smoking.
20. 1 F boat near miss.
21. 6 barges, near misses.
22. 4 barges, strafed.
23. 4 barges missed, but docks were hit and damaged.
24. 1 tanker, near miss.
25. 3 tankers, bombs short, but hits were made by strafing.
26. 2 trawlers strafed and left ablaze.
27. 1 Seibel ferry strafed.
28. 1 schooner strafed.
29. 1 coaster strafed.

II. Transportation.

1. 34 M/T's destroyed.
2. 24 M/T's strafed.
3. 4 locomotives destroyed.
4. 1 train left ablaze.
5. 11 trains left damaged severely and stopped.
6. 1 train, M/Y's hit.
7. 1 train strafed.

III. Communications.

1. Radar station, Giglio Island, many hits, wire and debris scattered.
2. Radar Talamone strafed with MEs, damaged.
3. Radar station strafed.
4. Radio tower at Stefano, strafed with 37mm.
5. Radio station and signal box at Cesena destroyed.
6. 3 transformers strafed.
7. 3 transformers destroyed.
8. A number of HT wires, destroyed.
9. A number of HT wires damaged.
10. 8 HT poles destroyed.
11. 9 HT poles damaged.

IV. Industry.

1. Factory at Savona, 5 bomb hits.
2. Factory at Cecina Marina, four hits.
3. Factory, direct hits.
4. 2 factories, strafed.
5. Booster plant strafed.
6. 1 storage depot strafed.
7. 1 water tower destroyed.
8. 2 water towers and pump station damaged.
9. Docks at Porto Ferraio set afire, on two occasions.
10. Warehouse and power plant at Viareggio hit.
11. E-boat base at Viareggio, hits on workshop and hulls.

AIR VICTORIES:

	Destroyed	Probables	Damaged
52nd Fighter Group	16	2	4
350th Fighter Group	3	0	1
23 Mosquito Squadron	4	0	0
310 Bomb Group	1	0	1
414 Night Fighter Sq.	2	0	0
326 (Fr.) Squadron	1	0	0
Totals	27	2	6

Note: A/C of 52nd Fighter Group destroyed one Ju 88 on Pisa A/D, and 2 Z-506 while strafing a sea plane base. These are not included above.

CONCLUSION:

Since December 1st, the 63rd Fighter Wing has steadily increased the tempo of its offensive operations. Enemy coastal shipping routes from Marseilles to Civitavecchia are reconnoitered daily, and suitable targets are bombed by our fighter bombers and medium bombers. Small shipping targets are strafed by Spitfires and P-39's.

It is difficult to accurately assess the damage to the enemy's shipping. However at least 35 vessels of varying size have been sunk and numerous ships have suffered damage. The constant harassing and disruption of this once safe supply route to the German Tenth Army will undoubtedly prove to be a serious blow to the enemy's supply system. In addition to shipping targets, factories, power installations, airdromes, radio and radar stations, and motor and rail transportation targets have been strafed and bombed in the coastal areas with good results.

HEADQUARTERS
SIXTY THIRD FIGHTER WING

APO 650
30 January 1944

SUBJECT: Weekly Summary of Operations, 63rd Fighter Wing.

TO: Commanding General, 63rd Fighter Wing

SORTIES:

	62 Ftr Gp	350 Ftr Gp	310 Bomb Gp	23 Mos Sq	414 NFS	326 Fr Sq	327 Fr Sq	328 Wg	Totals
Recces	91	36						7	134
Strikes	75	16	89						180
Sweeps	56	24							80
Scrambles	24	22			1	18			65
Intruder				45					45
Patrols	59	166			28	23	26	10	312
ASR's	12							2	14
Total Sorties:									730

SIGHTINGS:

F Boats	[illegible]	Tankers	5
E Boats	26	M/V's	20
Small Craft	58	E/V's	2
Freighters	10	Destroyers	6
Barges	1[illegible]	Coasters	4

DAMAGES:

I Shipping.

1 M/V, Porto San Stefano, very near misses
5 F Boats, off Orbetello, 2 sunk by direct hits, 2 damaged by near misses.
6 Landing Craft 4225N, 1103 E., 3 sunk, 1 exploded, 1 probably sunk.
2 F boats, SW of Talamone, damaged.
2 Destroyers, hits.
1 3 masted schooner, Viareggio, 1 hit, considerable debris resulted.
5 tugs, Viareggio basin, 1 tug direct hit, several near misses.
Fruit ship at Savona, missed, docks received two hits.
1 150 ft coastal vessel, direct hits, sunk low in water, flames seen.
3 F boats near Leghorn, near misses.
1 barge strafed, many hits.
1 Light ship shelled.
12 small boats, Viareggio, near misses, hits on docks.

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II Transportation.

20 M/T's, Collo Salvetti, direct hits.
RR. bridges and highway, 4 miles N. of Pisa, 2 bombs in middle of road, and 2 hits on buildings near bridge.
Bridge at Cecina Marina, missed, part of bombs hit in town, part hit buildings by bridge.
San Vienda Station, set on fire.
Albinia, strafed and left smoking.
Electric train, Albegna, strafed, damaged.

III Communications.

Electrical wires near Roma, seriously damaged, fire and flashes seen.
Radar Station at Giglio, bombs landed in area, believed silenced.
Radar Station 4226N, 1108E, strafed with HE and MG's, extensive damage believed suffered.
Radio station 4226N, 1105E, strafed with HE and MG fire.
Radar at Talamone, eleven 37mm hits, and many MG hits, base beleived seriously damaged.

IV Miscelaneous.

Flak position, Piombino bombed.
MG position, near Talamone Radar station silenced.
Docks at Porto San Stefano, many hits.
Ju 88 destroyed on Pisa A/D.

AIR VICTORIES:

Unit	Destroyed	Probables	Damaged
52nd Fighter Group	9	2	1
414 Night Fighter Sq.	2	1	1
23 Mosquito Sq (RAF)	1		
Totals	12	3	2

A. K. MILLS,
Lt Col, Air Corps,
Wing A-2.

Message from the Commanding General, Air Support Command.

TO: Commanding Officer, 52nd Fighter Group.
Commanding Officer, 414th Night Fighter Squadron.
Commanding Officers, All Sectors.
Officer Commanding, No. 2 GR Ops.

1. There follows a paraphrased version of a message received by Colonel Graves from Brigadier General Gordon P. Saville:

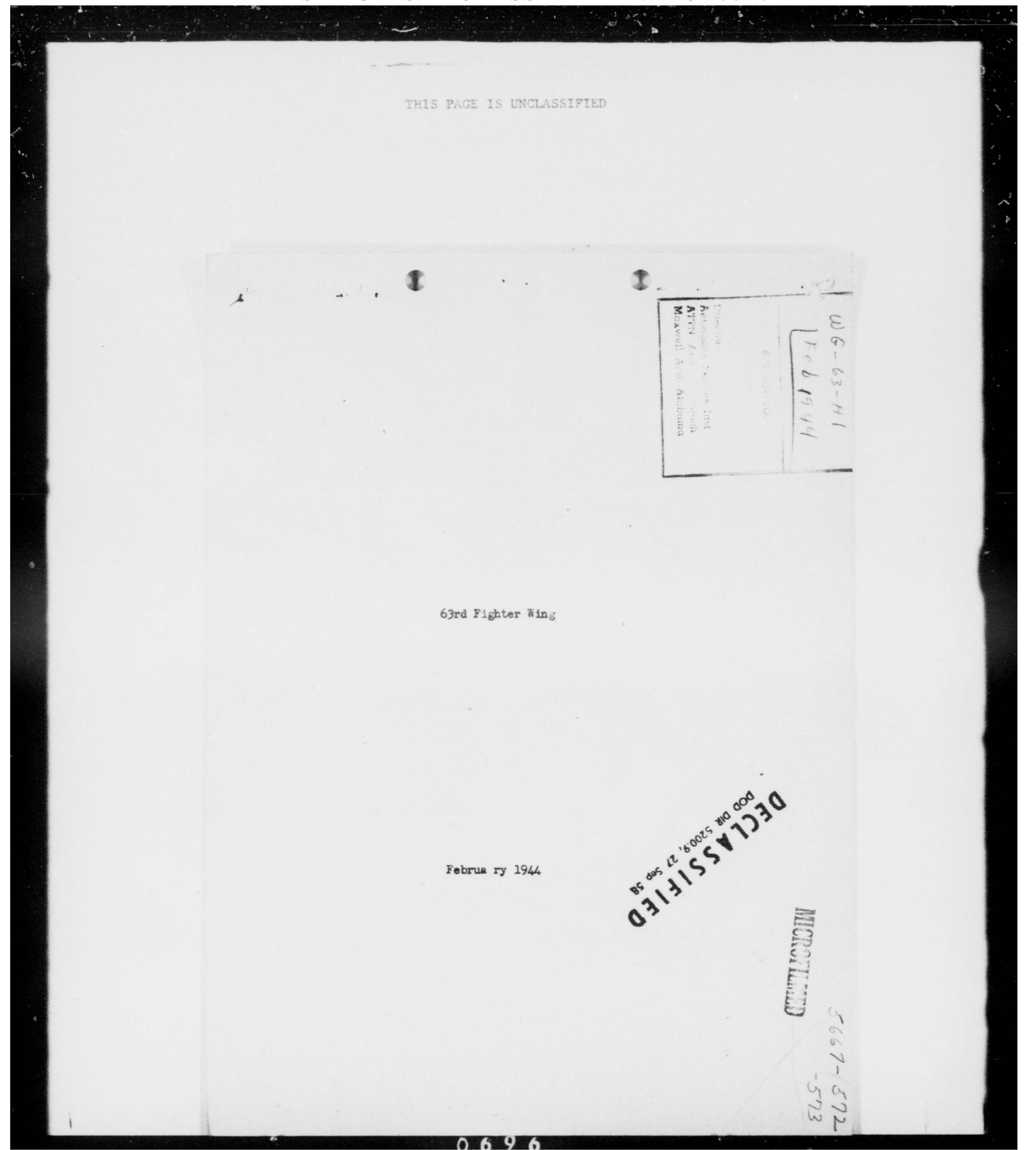
"Have just read your results for yesterday, 23 January. This more than justifies all the heartaches we've all gone through in Corsica. Please accept my sincere congratulations an assurence of professional respect for a job well done. I extend my heartiest congratulations to the units participating."

2. Addresses will circulate this letter in such a manner that it will be brought to the attention of all personnel.

By order of Colonel GRAVES:

NEAL E. GUY,
Major, Air Corps,
Adjutant.

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63rd Fighter Wing

Februa ry 1944

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S E C R E T

SHEET NO. 5 OUTLINE HISTORY, HEADQUARTERS, 63RD FIGHTER WING

MONTH FEBRUARY PREPARED BY 1ST LT. W. J. COUGHLAN.

1. STATISTICS:

	Feb. 1	Feb. 29
Officers	57	56
Enlisted Men	186	205
TOTAL	243	261

2. UNITS ATTACHED:

A. No Change (Ref Sheet No. 2)

3. STATION CAMP:

A. No Change (Ref Sheet No. 2 and No. 3).

4. TRANSFER ORDERS:

A. Capt. Charnley K. Atwater, O-437216, A.C., to 350th Fighter Group.

B. Lt. Harry (NMI) Galkin, O-663069, A.C., to 414th Night Fighter Sq.

5. ASSIGNMENT ORDERS:

A. Colonel John F. Wadman, O-17277, AC, Headquarters, 12 Fighter Command to Headquarters, 63rd Fighter Wing 5 February 1944.

B. Lt. T. A. Adams, O-579801, AC to Headquarters, 63rd Fighter Wing, 11 February 1944.

C. Lt. T. A. Rae, O-163252, AC to Headquarters, 63rd Fighter Wing, 11 February 1944.

6. PROMOTIONS:

A. Lt. Col. Richard A. Ames, O22454, AC, to Colonel.

B. Enlisted Men, Nil.

7. CHANGES IN COMMAND:

A. G/Capt. Geoffrey W. Tuttle became Air Commander, Corsica 9 February 1944 in place of Brigadier General Davis D. Graves, MIA, on 8 February 1944.

B. Colonel John F. Wadman, O-17277, AC, Executive Officer became Commanding Officer, 63rd Fighter Wing on 25 February 1944.

C. Colonel Marvin L. McNickle, O-22249, AC, 52nd Fighter Group became

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Deputy Commander, Air Command Corsica, on 25 February 1944.

8. REPORT OF OPERATIONS:

A. Appendix A Weekly Operations Summary, 13 - 19 February 1944.

B. Appendix B Weekly Operations Summary, 20 - 26 February 1944.

9. VICTORIES:

A. During the month of February the Wing Squadrons claimed 27 destroyed, 1 probably destroyed, 6 damaged.

10. VICTORIES SINCE ACTIVATION:

A. Total Wing Victories through 29 February 1944: 129 Destroyed, 15 Probably Destroyed, 17 Damaged.

11. CASUALTY REPORT:

A. Nil (Headquarters, 63rd Fighter Wing).

12. AWARDS:

A. Nil.

13. LETTER OF COMMENDATION:

A. Appendix C - Letter of General Martin.

SHEET NO APPENDIX A

MONTH FEBRUARY 1944

S E C R E T

OUTLINE HISTORY S.D.#1 Feb '44

PREPARED BY 1ST LT. W. J. COUGHLAN.

HEADQUARTERS
SIXTY THIRD FIGHTER WING

D-AMM/4

APO 650
21 February 1944

SUBJECT: Weekly Operations Summary, 13-19 Feb 1944.

TO: All Tactical Units; All Sectors, 63rd Fighter Wing.
42nd Bomb Wing. (thru Cagliari)

SORTIES:

	Recces	Strikes	Sweeps	Scrambles	Patrols	Escorts	ASR	A/S	Totals
52nd Fitr Gp.	96	5	100	13	26	192	12		455
350 Fitr Gp.	23	.	---	19	56	89	26		
310 Bomb Gp.		235	111					4	350
414 NFS				5	5				10
326 Sq (Fr)			1	16	56				73
327 Sq (Fr)				6	36				42
4 S Sq							1	4	5
328 Wg (RAF)	10							1-	11
500 Sq (RAF)	7							3	10
458 Sq (RAF)	1							4	5
2 S Sq (RAF)								2	2
Totals	137	240	221	38	109	373	39	18	

Total Sorties: 1175

SHIPPING SIGHTINGS AND STRIKES:

Feb. 13:

Sightings:

4 F/B	Off Spezia
8 Barges,	1 mi S of Marina de Pisa
1 2000 ton M/V	Marina di Campo
U boat,	Elba, 4244N, 1010 E.
1 2000 ton M/V	S of Piombino
100 ft Schooner, 2 VS	Pt San Stefano
M/V, VS,	Leghorn
Fishing boats	Follonica.

Strikes:

2 fishings boats 40-50 ft attacked by B-25's in Follonica harbor. Many hits seen.

B-25's shelled 100 ft Schooner, Porto San Stefano, results unknown.

M/V at Leghorn hit by B-25 bombs, 1 100 ft boat sank.

Feb 14:

Sightings:

4 F boats, Frtr, 2 M/V's, 6 E-F boats	Leghorn
1 M/V, 1 L/V	4358N, 0813E
4 F/B	Marina di Pisa
1 Frtr	Port Ecole

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U Boat	E of Maddelena
3 E boats	4222N, 1111E
1000 ton coastal collier	4300N, 0628E
2 barges, 1 E/V	4236N, 1056E
1 M/V	W side Meloria Isle
9 Barges	S shore Arno River

Strikes:

10 Spits bombed 2000 ton Frtr. Port Ecole, 8 near misses, 2 hit docks.
4 B-25's bombed 2 barges, 4236N, 1056E, , hits on E/V, fire astern. near misses on barge.
18 B-25's sunk 6 barges. Leghorn. Observed 8 buildings burning from previous raid

Feb 15:

Sightings:

1 M/V	Port Ecole
F boat, 3 barges	San Stefano
M/V 300ft, M/V 500 ft, 13 barges	[illegible]
2 M/V's 210 ft	Leghorn
3 F boats	3 mis S of Ombrone River

Strikes:

18 B-25's, dropped 96X500 lb bombs on 500 ft and 300 ft M/V's. Several damaging near misses seen.
3 barges were destroyed at San Stefano by B-25's, In another raid another barge was destroyed at San Stefano by B-25's.

Feb 16:

Sightings:

10-12 Schooners, 4 barges	Marina di Pisa
600 ton coaster	4312N, 1022E
1 M/V	Talamone
3 F boats	4 mis N Talamone
3 Fboats, 200 ft Frtr	Pt Ecole
3 F boats	Civitavecchia
1 E boats	8 mis E Viareggio
2 SL	Sestri Levante
U Boat	4405N, 0943E
2 M/V's	Spezia
Barge	4330N, 1012E
Schooner	4312N, 1027 E
Schooner	E of San Stefano
1 M/V, 4 Schooners	San Stefano
4 barges,	3 mis from Ombrone River.

Strikes:

Lighting barge received 2 of 6X75mm fired by B-25's.
Schooner, 4312N, 1027E, sunk, crew abandoned her, while oil drums burne on deck.

Feb 17:

Sightings:

3 F boats	Off Orbetello
7 F boats	Pt Ecole
3 M/V's	Near Piombino
2 M/V	Near Leghorn
1 Bar, 2 M/V's	Marina di Pisa
3 E boats	Near Viareggio
1 M/L	Gulf Spezia

Strikes:
5 Spits dive bombed 3 F boats, Port Ecole, were wide.
8 B-25's attacked barge at Marina di Pisa with 118X75mm, 3 hits caused large explosion, and sheet of flame, destroyed it.
18 B-25's attacked barges in San Stefano, 1 direct hit 3 near misses
24 B-25's dropped 97X500 lb bombs, 2 F boats 2 E boats 1 barge destroyed, 2 barges badly damaged at Pt Ecole.

Feb 18:

Sightings:

	Sighting	Location
	1 F boat, 4 VS	Port Ecole
	1 F boat	San Stefano
	1 Barge	S of Castiglioncello
1	1 DD, 1 barge, 2 coasters, 5000 ton M/V (or tanker), 2X3000 ton M/V's, 3 PTs	Leghorn
		Of. Toulon
	1000 ton M/V, 1 L/V	Talamone
	3 VS, 1 E boat	Piombino
	1 coaster, 1 barge, 1 M/V, 3 tugs	4300N, 0618E.
V	VS, tug, and E boat	4320N, 1020E
	F boat	4300N, 1030E
	1 barge	3D(TC-3-169MA)
	3 100 ft barges, 1 schooner	15L(TC-3-169MA)
	3 M/V's (2 in, 1 near Canal)	

Strikes:
B-25's hit 1 barge, 4215N, 1235E, sunk 1 VS 4228N, 1103E, Strafed 7 VS S of Castiglioncello.
B-25's bombed 1 E boat, 3 VS at Talamone.
B-25's sank 5000 ton M/V, 320 ft M/V, and 200 ft yacht, 175 ft M/V, 2 110 ft barges at Leghorn.

Feb 19:

Sightings:

Sighting	Location
1X2000 ton M/V (listing)	Pt. Ecole.
2 F boats	San Stefano
8 F/V, 1 E boat, 2 F boats, 6 schooners 6 VS	Talamone
1 T/B	Leghorn
1 T/B	E of Cape Corse.
1 M/V, 1 F boat, 5 barges,	Castiglioncello
6 VS, 2 VM	Piombino
4 barges and 4 100 ft vessels,	Civitavecchia.

Strikes:
B-25's hit Talamone shipping, severely damaged 1 schooner, 135 ft, near misses on other schooners.

Total Sightings for week was as follows:

58 F boats	3 Freighters
51 Barges	11 E boats
33 M/V's	5 coasters
4 U/B's	1 Destroyer
26 Schooners	1 Tanker
28 VS	4 VM
	2 T/B's

LAND STRIKES:

I Transportation:

a. 17X250 Lb bombs on RR Yards by Wellingtons at Sestri Levante.

b. B-25's dropped 61X500 lb bombs, RR Yards, Iron works hit, RR bridge possibly destroyed, direct hit on another bridge at Leghorn.

c. At Leghorn, B-25's in another raid hit the RR bridge embankment, spur line RR was cut, rail choke point cut, and 8 cars were damaged at Leghorn.

d. Strafed Locomotive and cars, south of Viareggio, smoke steam and large fires seen. (Spits)

e. B-25's wheeled train at 4210N, 1145E.

f. Spits strafed loaded train at Viareggio.

II Docks and Industries:

Leghorn harbor was shelled and bombed 4 different times last week, following are details:

1. B-25's dropped 80X500 lb bombs, 4 direct hits on oil storage facilities, other bombs fell across canal, hitting power station, causing explosion.
2. 61X500 lb bombs were dropped by B-25's, scoring direct hits on canal, buildings, and Iron Works.
3. B-25's dropped bombs on industrial plant (direct hit) and warehouse which fired.
4. Harbor, main quay, inner quay, and breakwater hit by B-25's, flames and dense black smoke resulted.

San Stefano received 6 attacks during the week, with the following results:

1. B-25's shelled harbor area, several cannon hits seen.
2. B-25's fired 52X75mm shells on docks and facilities, and covered warehouses, and town causing fires.
3. B-25's dropped 99X500 lb bombs on town and warehouses.
4. Many hits by shells of B-25's.
5. B-25's shelled docks and warehouse area at San Stefano.
6. Docks, quays and buildings hit by B-25's, buildings emitted dense smoke.

In addition the following places were hit:

1. 2 raids on docks and canal south of Castiglioncello with cannon by B-25's.
2. Talamone Harbor shelled by B-25's.
3. 3 near misses by B-25's severely damaged warehouses at Port Ercole.
4. B-25's scored several cannon hits on Follonica Docks and buildings.

III Miscelaneous:

a. Tarquinia A/D was bombed by B-25's, 4 direct hits on runway and 4 in taxi strip, 1 SE a/c damaged.

b. Spits strafed and burned 2 ME 210's at Perugia.

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AIR VICTORIES:

Date	Unit	Destroyed	Probables	Damaged	Place
Feb 14.	52 Fitr Gp.	F. 190			Near Siena.
15.	350 Fitr Gp.	Ju 88			Near Albinia
	52nd Fitr Gp.	2 Fw 190 2 Me 109		1 Fw 190 1 Me 109	Viterbo
16.	52nd Fitr Gp.	1 Me 109			Orvieto
19.	52nd Fitr Gp.	8 Me 109		3 Me 109 1 Fw 190	Tuscania
Totals		15	0	6	

/s/ Mills

A. K. MILLS
Lt. Col., Air Corps,
Wing A-2.

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S.O. #2 Feb. '44.

SHEET NO APPENDIX B

MONTH FEBRUARY 1944

HEADQUARTERS
SIXTY THIRD FIGHTER WING

OUTLINE HISTORY
PREPARED BY 1ST LT. W. J. COUGHLAN.

28 February 1944

SORTIES for week of 20-26 February 1944

SQN	RECCE	STRIKES	SHELPS	SCRAMBLES	PATROLS	ESCORT	ASR	INTR	TOTAL
				6	28	63	6		166
52nd	55			10	48	13	5		106
350th	22		3						86
310th		82	4						21
					21				
414th					12	55			67
326th					18	49			67
327th					5	5			10
4 S							1		9
328Wg	8								3
458Sq		3					7		13
272Sq	6						1		1
39 Sq								1	1
23 Sq									2
457Sq		2							
TOTALS	94	87	7	16	132	190	25	1	552

Flash Report for 28 February 1944

1. SORTIES: 23 Total thus far reported.
   10 by Spits 52nd Group
   13 by Spits 253 Squadron

2. SIGHTINGS:

At 0700- Porto Ferraio, 1 M/V approx. 1000 tons
At 0730- In cove 1 mile East Stefano, 1 Barge, 1 schooner.
At 0735- Leghorn Harbor 1 x 6000ton vessel at anchor.
At 0740- 4346N, 1014E one "L" boat on northerly course.
At 0755- Spezia Harbor 1 x 8000ton vessel at anchor.
At 1015- Leaving Porto Ferraio 1 tug and 2 x 500ton coasters.
At 1015- In Porto Ferraio, twelve vessels (lighters, barges tugs).
At 1215- One Naval Pinnace (45 feet) leaving Porto Ferraio.
At 1225- Leghorn Harbor 1 x 250ton S/M and two coasters in middle of harbor anchored.
At 1255- Spezia, one 1000/1500 ton M/V at anchor.

3. ACTION:

Spits of 253 Sqdn. straffed at 0740 sighting causing the "L" boat to turn into coast- It proceeded for ¼ mile and then stopped.

Spits of 253 Sqdn. straffed 1215 sighting, scoring hits on Naval Pinnace.

4. FLAK:

Slight light and heavy inaccurate from Spezia area.

There were no air victories the week of 20-26 February.

A.K. Mills

A.K. MILLS,
Lt. Col. Air Corps,
Wing A-2

- -

RECEIPT

For Flash Report 28 February 1944

TO: A-2, 63rd Fighter Wing APO 650.

NAME   RANK   ORGANIZATION   DATE   TIME

J.D. #3 Feb. '44
63rd Ftr. Wing

S E C R E T

SHEET NO APPENDIX C — OUTLINE HISTORY

MONTH FEBRUARY 1944 — PREPARED BY 1ST LT. W. J. COUGHLAN.

French Commandement
Of the Operations in Corsica

10 February 1944

1st Corps and Army
The General

To Monsieru Le Col Wadman
Executive of the Air Command
in Corsica, Bastia.

My Colonel

It is with a profound and sincere emotion that I have learned of the disappearance of General Graves.

In the five months that we have worked side by side in Corsica, working our best for a common victory, I had learned to esteem him as one of the most remarkable officers in the Army of the United States.

His experience in aviation matters, his military background, his frankness and also his understanding of our French sentiments had created a mutual and amicable confidence.

I regard as a providential act to have been able to pass with him at Bastia, thanks to his kind invitation, the evening of February 7th which preceded his disappearance. We discussed lengthily the problems which interest our two nations and I had felt that we were more than ever united in the battle against our common enemies.

The disappearance of the airplane into a cove leaves me still with some hope that our dear General Graves was able to be rescued. Perhaps we will again see him among us.

But whatever, by the will of God, has become of him in that tragic moment, I can assure you that the memory of General Graves remains always alive in my heart and in those of my officers who knew him. His example will guide us and will join our hearts more with those of our American comrades.

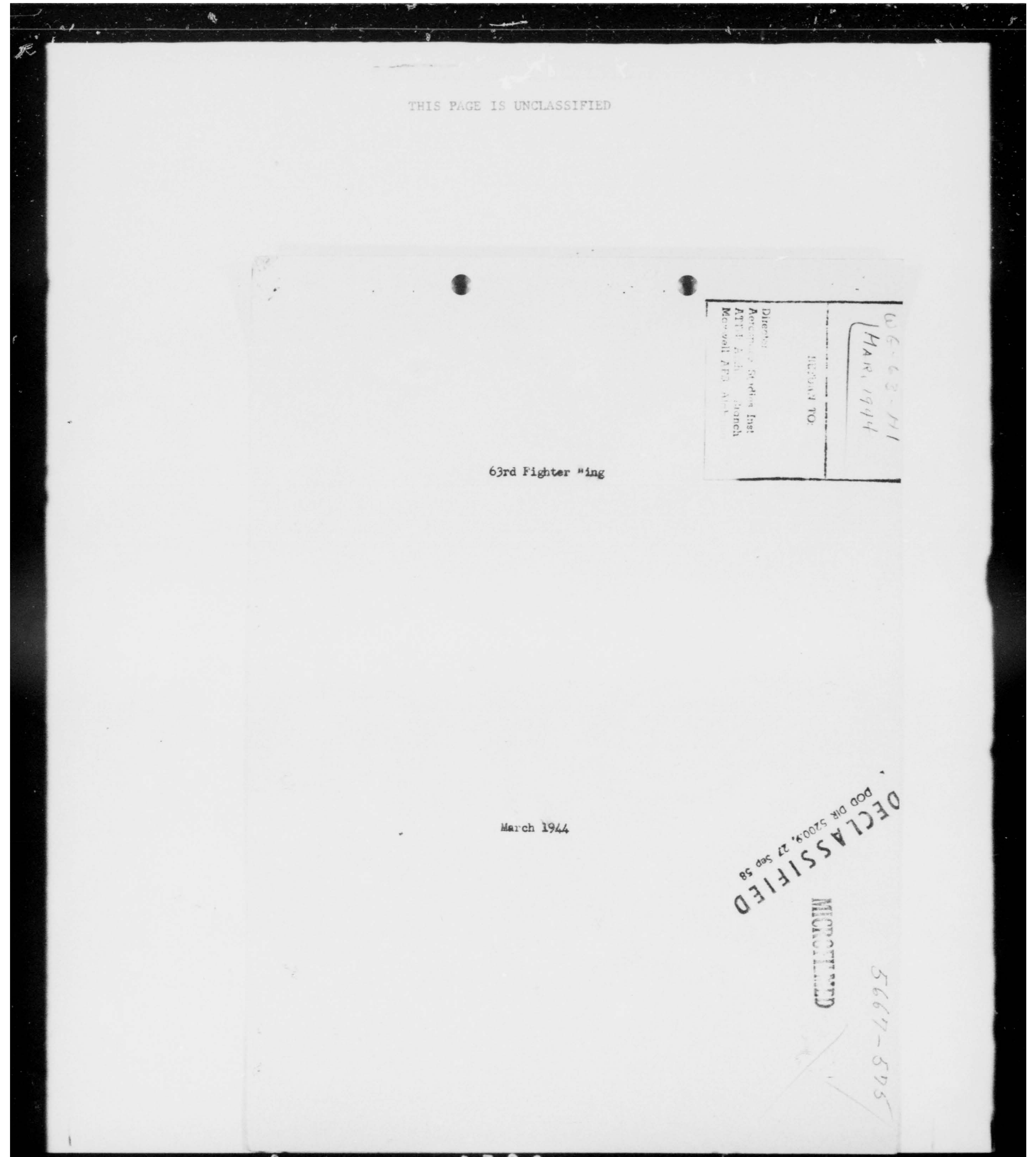
Will you tell this to your officers of the Air Command in Corsica and, if you have the opportunity, the family of General Graves who the other evening told us with so much affection of his children. They certainly become such a father.

Believe, my Colonel, my sentiments of much devoted comradeship.

(s) H. Martin

S E C R E T

0705



63rd Fighter Wing

March 1944

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S E C R E T

SHEET NO. 7 — OUTLINE HISTORY, HEADQUARTERS, 63RD FIGHTER WING

MONTH MARCH — PREPARED BY 1ST LT. W. J. COUGHLAN.

1. Outline History of the 63rd Fighter Wing for the period 1 March 1944 to 31 March 1944.

a. Original Unit.

(1) Original designation 2nd Air Defense Region.

(2) Plan of activation Santini, Mitchell Field, L.I.

(3) Date of activation 12 December 1942.

(4) Authority for activation - Letter A.G. 320.2(12-8-42).

Subject: "Constitution and activation of certain Air Defense Wings".

b. Changes in Organization.

(1) Changes in designation - Nil.

(2) Echelons or units - Nil.

(3) Changes of Commanding Officers:

Brigadier General Laurence C. Craigie, O-15170, U.S.A. announced as Allied Air Commander, Corsica vice Brigadier General Davis D. Graves, O-17466, U.S.A. 8 March 1944.

(4) Colonel John F. Wadman, O-17277 relieved as Commanding Officer 63rd Fighter Wing appointed Executive Officer, 63rd Fighter Wing, 8 March 1944.

(5) Changes in Table Of Organization - Nil.

c. Strength, commissioned and enlisted.

(1) Month of March 1944.

(a) At beginning 60 Officers - 199 Enlisted Men.
(b) Net decrease 8 Officers - 1 Enlisted Man.
(c) At end 52 Officers - 198 Enlisted Men.

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(2) Losses - officers:

(a) 1st Lt. Conway - Medical - to 34th Service Group.

(b) 1st Lt. Storey - Pilot - to Personnel Center # 7 A.

(c) 1st Lt. Walton - Pilot - to Personnel Center # 7 A.

(d) 2nd Lt. Adams - Controller - to Personnel Center # 7 A.

(e) 2nd Lt. Bogardus - Pilot - to Personnel Center # 7 A.

(f) 2nd Lt. Harner - Filter Officer - to Personnel Ctr. # 7 A.

(g) 2nd Lt. Walker - Ass't. Duty Officer - to Personnel Ctr. 7A.

(h) F/O Ashley - Pilot - to Personnel Center # 7 A.

(3) Losses - Enlisted Men:

(a) Sgt. William E. Diamond, 12024636, cook.

d. Station.

(1) Name of Station:

(a) Administration - Pensionnat de St. Joseph, Bastia, Corsica.

(b) Quarters -

Enlisted Men, Lycee de Bastia, Bastia, Corsica.

Officers, Requisitioned buildings, Bastia, Corsica.

e. Movements of Unit: Nil.

f. Campaign: Italian.

g. Operations: Ref. Appendix.

h. Command Officers in important missions: Nil.

SHEET NO. 9 OUTLINE HISTORY, HEADQUARTERS, 63RD FIGHTER WING

MONTH MARCH PREPARED BY 1ST LT. W. J. COUGHLAN.

i. Losses in action: Nil (63rd Fighter Wing).

j. Citations:

(1) Soldier's Medal Awarded to:

Cpl. Frank (NMI) Ruthiewicz, 11037029

Pvt. Oscar U. Guthrie, 16009147.

k. Number of photographs being submitted:

(1) 2 photographs (in dup) of the Combined Operations Room, Headquarters, 63rd Fighter Wing. Appendix A & B.

(2) 1 photograph (in dup) War Library. Appendix C.

l. Promotions:

(1) 1st Lt. Thomas P. Watkins, O-469725, promoted to Captain.

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1. This photograph taken March 1944 shows the Combined Operations Room, Headquarters, 63rd Fighter Wing located in the Pensionnat De St. Joseph, Bastia, Corsica. The R.A.F. and U.S.A.A.F. are shown working together on a 24 hour basis under the Command of Brigadier General I. C. Craigie, Air Commander, Corsica.

2. Seated on the platform from left to right are:

F/O N. W. Meek, R.A.F. Deputy Controller
S/Ldr. R. R. Drewett, R.A.F. Controller
Capt. C. P. Beazley, Duty Intelligence Officer.

LAC J. Whitaker, OR Clerk
LAC G. Robertson, OR Clerk
Cpl J. Shaw, Teller



1. This photograph shows another view of the Combined Operations Room. All the positions of the convoys in the area, all sightings of enemy vessels, all strikes by our aircraft are plotted on the map in the back.
2. All plots of enemy aircraft in the area are plotted on the board as received by a direct line from Borgo Fighter Sector.
3. Seated from left to right are:

S/Ldr. R. S. Deckett, R.A.F. Aircraft Safety
2nd Lt. H. P. Newhouse, Duty Intelligence Officer
1st Lt. M. Stuk, Intelligence
W/Cdr. E. Fieldsend, R.A.F. Controller
1st Lt. G. Strahan, Ass't. Controller
Lt. F. C. Hattey, R.N.V.R.
Cpl. J. Shaw, Teller



1. This is a photograph of the War Library. S/Sgt. Mittleman is plotting the positions of the sightings of enemy vessels marking composition, time, course, and speed. Cpl. DeBoe is plotting the latest information on the enemy airfields from [illegible].R.U. information. The map also shows all the enemy radar stations. 1st Lt. [illegible]. [illegible]. White is seated in the background working on target charts.

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HEADQUARTERS
SIXTY THIRD FIGHTER WING

D-AKM/1

12 March 1944

SORTIES: Week 5-11 March 1944.

	PeC CE	STR IKE	SWE EPS	SCRAM BLES	PATROLS	ESC ORT	ASR	INTR UDER	A/S	TOTAL
253 SQ	9	4		10	6	38	6			73
52nd	58	15	32	6	30	202	12			355
350th	24	15	50	24	66		22		22	223
310th		106								108
414th				3	14		4			21
326 Sq				6	8	32				46
327 Sq				4	14	31				49
4S Sq	2				1				3	6
14 Sq	4								1	5
458 Sq			8							8
23 Sq								27		27
283 Sq						2				2
284 Sq						4				4
39 Sq		19								19
272 Sq		18								18
TOTALS:	97	179	90	53	139	303	50	27	26	964

AIR VICTORIES:

Mar. 7	4th Sqdn.	1 FW 190 destroyed	50 miles N. of base
8	23 Sqdn.	2 HE 111 destroyed	1 Marseilles, 1 Cape Crevs
10	345 Det.	1 ME 410 damaged	S. of Castiglioncello

- -

SUBJECT: Flash Report 12th March 1944.

1. SORTIES: Daily total thus far 66 sorties

   48 by Spits 52nd Group; 12 By P-39's of 350th Group; 2 by Wellingtons 458 Sqdn; 2 by Marauders 14 Sqdn; 2 by Beaufighters 414 Night Fitr. Sqdn.

2. SIGHTINGS: (sea)

   (Night) At 2120- 4307N 1023E, 5 VS's going north.

   (Day) At 0730- One Barge entering SPEZIA: At 1230- 4325N 0415E, one 1000 ton VM course 270°: At 1535- TALAMONE 2 schooners and 3 small vessels anchored: At 1555- CIVITAVECCHIA, 4 large barges in harbor; At 1755- PORTO FERRAIO, 2 schooners anchored NE of harbor.

   (Land) At 1530- Electric train with 6 cars stationary near CECINA.

SECRET

3. ACTION:
Lt. Fuller of 2nd Squadron shot down a JU 88 this morning, seeing it crash and explode off MARINA DI PISA.
Spits bombed CECINA R.R. bridge hitting the embankment, and one dropped a 250lb bomb against Radio Station on PIANOSA scoring a near miss.
Second formation of Spits scored two direct hits on CECINA bridge and straffed electric train in 1530 sighting.

4. AIR:-
On 10 March 19 ME-109's from a Viterbo satellite moved to Gorzia A/D. After the move there 50 S/E fighters on Gorzia representing the movement of a strong fighter Gruppe from Central to northern Italy. Their possible ultimate destination is South Germany.
On March 10, 26 JU 88's moved from Aviano to Ghedi which A/D is presumed to be their new base.

4. FLAK:* Intense light accurate and moderate medium inaccurate at Leghorn.

5. NOTES: Cable rockets were observed at LEGHORN today. They exploded at 200 to 300 feet leaving the cable suspended.

ADDITIONS: Too late for publication 11 March 1944:
10- P-39's of 350th; 8-Beaufighters 272 Sqdn: 7- Beaus 39 Sqdn. 2- Warwicks 284 Sqdn; 10 French Spits making days total 195.

P-39's dropped two 500lb bombs scoring direct hits on barracks near GROSSETO causing much damage. They also straffed 2 trains, 4 trucks and a staff car.

A.K. MILLS,
Lt.Col. Air Corps,
Wing A-2

- -

RECEIPT

FOR: Flash Report 12th March 1944

TO: A-2, Hq. 63rd Fighter Wing

NAME RANK ORGANIZATION DATE TIME

SORTIES: Week 12-18 MARCH 1944.

	RECCE	STR INT	SWEEPS	SCRAMBLES	PATROLS	ESCORT	ASR	INTRUDER	A/S	TOTAL
52nd	62	121	66	16	34	218	2			[illegible]
253 Sq	10	17		6	8	48	10			[illegible]
350th	34	46	16	13	124		10			243
310th		162								162
414th				3	12					[illegible]
326th					2	35				[illegible]
327th				2	2	34				[illegible]
14 Sq	17									17
458th			6							6
39th		8	10							18
272 Sq		8	12		2					22
23 Sq	2							12		14
4-S Sq					1			1	2	4
284th							10			10
283 Sq							1			1
TOTALS	125	362	110	42	185	333	33	13	2	1215

AIR VICTORIES:

	Destroyed	Damaged
2nd Squadron	1 JU-88	
5th Squadron		1 FW-190
5th Squadron		1 JU-88

- -

SUBJECT: Flash Report 21st March 1944.

TO: All Tactical Units, All Sectors, 63rd Fighter Wing.

1. SORTIES: Daily total thus far 139 Sorties.

   88 By Spits of 52nd FIGHTER GROUP; 22 French Spits;
   22 By P-39's of 350th Group; 2 Marauders of 14 Sqdn;
   4 By Beaufighters of 272 Squadron.

2. SIGHTINGS: LEGHORN - One 75 Ft. Boat.
   PIOMBINO - Numerous small boats.
   FERRAIO - Five 50 Ft. boats, Two 175 Ft. boats.
   PORTO FERRAIO - One 120-170 Ft. boat appeared sunk North of main pier.

SHEET NO. APPENDIX F — OUTLINE HISTORY, HEADQUARTERS, 63 FIGHTER WING

MONTH MARCH — PREPARED BY 1ST LT. W. J. COUGHLAN.

1. Brigadier General L. C. Craigie, formerly Commanding General, 87th Fighter Wing, arrived in Bastia at 1630 hours, 6 March 1944 and assumed command of the 63rd Fighter Wing per General Orders Number 8, this Headquarters, this date.

2. Information has been received that orders are being issued by AFHQ designating General Craigie as Air Commander, Corsica.

On the 6 March 1944 Brigadier General Laurence C. Craigie, O-15170, U.S.A. became Commanding General of the 63rd Fighter Wing. On 8 March 1944 he was appointed Air Commander, Corsica. His date of active service, flying status, began 12 June 1923. He received his primary and advanced training at Brooks and Kelly Field, Texas. From August 1935 to March 1943 he served with the Materials Division, Wright Field advancing through the grades from Captain to Colonel. He served as Chief of the Engineering Division of the Air Projects Division, Wright Field, from June 1939 to March 1943. From August 1943 until November 1943 he was Commanding Officer of the New York Air Defense Region. On 25 September 1943 he was appointed a Brigadier General. He left the New York Air Defense Region to become Commanding General, 87th Fighter Wing. He held that position from 22 November 1943 to 5 March 1944 just before he took command of the 63rd Fighter Wing.

During the month of March the Squadrons under the Wing accounted for only 4 enemy aircraft - 2 HE 111 and 2 JU 88. During the previous month of February the Squadrons destroyed 27 enemy aircraft. The main reason for the decline in the number of hostiles destroyed is an increasing reluctance for the GAF to come up and fight. Previously on several occasions the GAF had come up to fight first making sure that they had our aircraft outnumbered. Each time Jerry lost more planes than we did. Since the strategy of the GAF is to conserve his airpower to meet "things to come" lately our Spits and P-39's have not been seriously challenged. However

because of the vast amount of damage inflicted on the ports, warehouses, airfields, roads, railroads, radar installations etc. day after day it is only a question of time when Jerry will see that he will have to come up and fight. Our pilots dislike doing dive bombing missions and especially the escorting of our medium bombers, Mitchells and Marauders, if all they meet is flak opposition. They would like a little more fighter opposition.

The operations of the Squadrons tabulated by Squadron, and the type of mission flown is given in the Outline History for the month. The number of victories for each Squadron for March follows. The second table gives the total Wing Victories to 31 March 1944 showing the monthly victories of each Squadron from January 1944.

MARCH VICTORIES

DATE	SQ.	E/A	PILOT	LOCATION	CLAIM
3	253	1 HE 111 P	F/Lt Pelenderleigh F/O Pawsey	Genoa	0 - 1 - 0
8/9	23	2 HE 111 D		1 Marseilles 1 Cape Creus	2 - 0 - 0
10	345 D	1 ME 410 Dam		Castiglioncello	0 - 0 - 1
12	2nd	1 JU 88 D	Lt Fuller	Marina di Pisa	1 - 0 - 0
19	5th	1 FW 190 Dam	Lt Weynandt	Civitavecchia	0 - 0 - 1
20	5th	1 JU 88 Dam	Lt Quizenberry Lt Boyd	Tarquinia A/D	0 - 0 - 1
23/24	23rd	1 JU 88D		Nimes	1 - 0 - 0
24/25	23rd	U/I Dam		Forli Ravenno	0 - 0 - 1
MARCH TOTAL					4 - 1 - 4
PREVIOUS					128 17 18
TOTAL TO MARCH 31					132 18 22

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SHEET NO. 45 — WAR DIARY, HEADQUARTERS, 63RD FIGHTER WING

MONTH MARCH 1944 — PREPARED BY 1ST. W. J. COUGHLAN.

WING VICTORIES

SQ	TYPE A/C	WING	JAN	FEB	MARCH
2	Spits	20- 0- 3	9-0-3	10-0-0	1-0-0
4	Spits	12- 1- 2	6-0-2	4-1-0(A)	- - -
5	Spits	12- 2- 7	0-1-0	11-1-5	0-0-2
253	Spits	0- 1- 0			0-1-0
345	P-39	6- 1- 1	1-0-0	1-0-0	0-0-1
346	P-39	9- 1- 3		0-0-1	
347	P-39	6- 1- 0			
326	Spits	10- 4- 2			
327	Spits	12- 2- 1			
414	Beaus	6- 1- 1	2-1-1		
23	Mosquitos	7- 0- 1	4-0-0		3-0-1
14	B-26				
39	Beaus				
272	Beaus				
283	Walrus				
284	Walrus				
4 S	Walrus				
284	Warwick				
153*	Beau	28- 2- 0			
1/5*	P-39	1- 0- 0			
3/6*	P-39	2- 1- 0			
417*	Beau	0- 1- 0			
428*	B-25	1- 0- 1			
		132-18-22(B)	23-2-7	26-2-6(C)	4-1-4

(A) Previous total was 5-0-0 - claim for 1 FW 190 on 9 February 1944 was changed from destroyed to a probable by Twelfth Fighter Command.

(B) The column Wing Victories includes all victories to date - the total 31 March is 132-18-22. Jan., Feb., and March totals are included under Wing column.

(C) The February War Diary (Sheet No. 41) giving the February victories as 27-1-6 must now be revised to 26-2-6.

* Squadron no longer with the Wing.

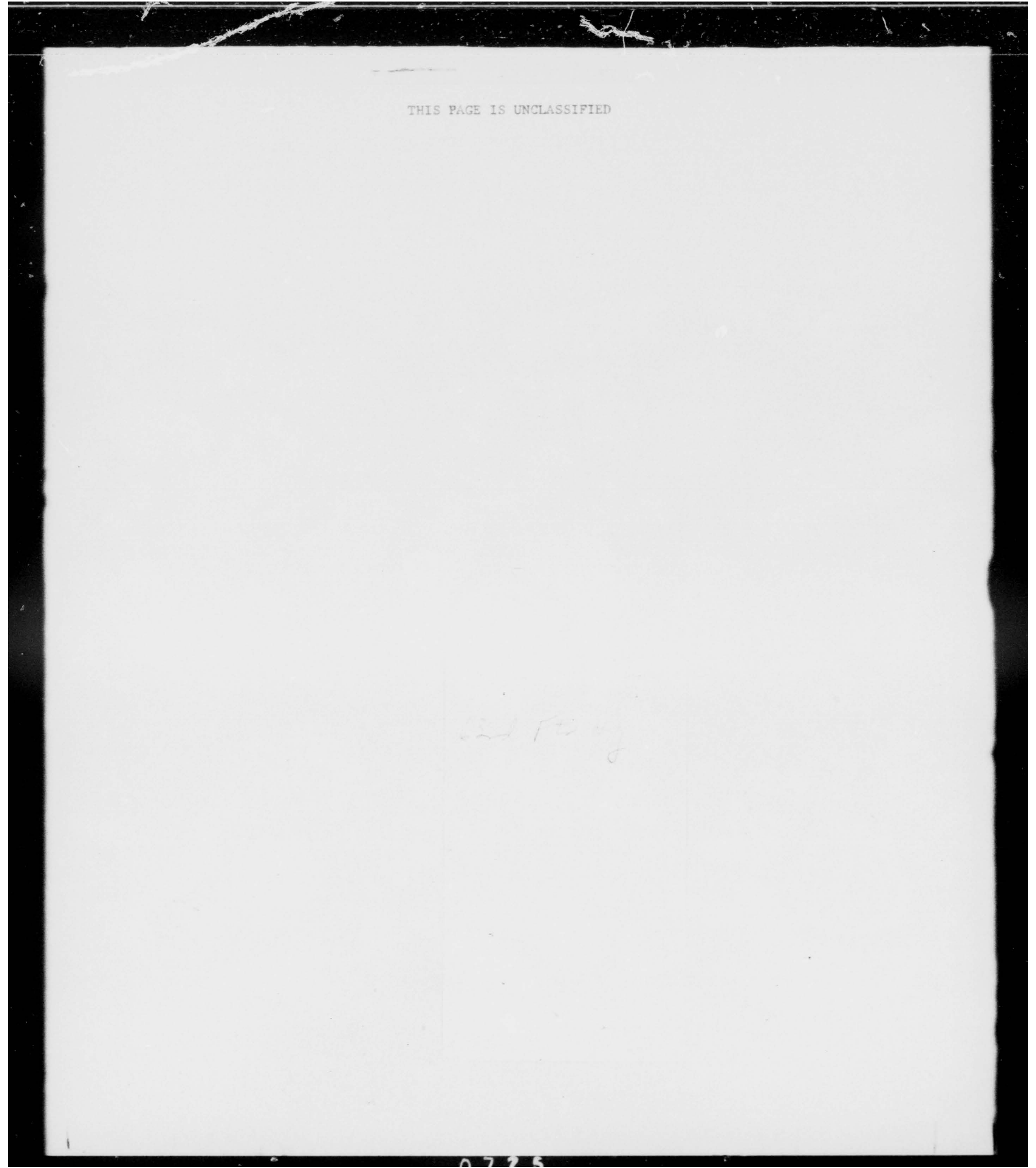
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63rd Fighter Wing

April 1944

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SECRET

DESIGNATION SHEET

AIR FORCE XII Air Force

COMMAND XII Ftr. Cmd.

WING 63rd Fighter Wing

GROUP

SQUADRON

AIR SEA RESCUE SQUADRON

SECRET

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SHEET NO. 10 OUTLINE HISTORY, HEADQUARTERS, 63RD FIGHTER WING

MONTH APRIL PREPARED BY 1ST LT. W. J. COUGHLAN.

1. Outline History of the 63rd Fighter Wing for the period 1 April 1944 to 30 April 1944.

a. Original Unit.

(1) Original designation 2nd Air Defense Region.

(2) Place of activation Santini, Mitchell Field, L.I.

(3) Date of activation 12 December 1942.

(4) Authority for activation - Letter A.G. 320.2(12-8-42).

Subject: "Constitution and activation of certain Air Defense Wings".

b. Changes in Organization.

(1) Changes in designation - Nil.

(2) Echelons or Units.

a) Gains: 1st AAF Emergency Rescue Squadron, Ajaccio 13 April.
417th Night Fighter Squadron, Borgo 27 April.
2638 Fighter Headquarters Platoon (Prov), Bastia 25 April.

b) Losses: 3rd AAF Emergency Rescue Boat Crew (Type I), Borgo 5 April.
52nd Fighter Group, Borgo and Calvi, 17 April.
253 Squadron, R.A.F., Borgo, 23 April.

(3) Changes in Commanding Officers - Nil.

Brigadier General Laurence C. Craigie, O-15170, U.S.A. announced as Allied Air Commander, Corsica vice Brigadier General Davis D. Graves,

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O-17466, U.S.A. 8 March 1944.

(4) Changes of Staff Officers - Nil.

(5) Changes in Table of Organization - Nil.

c. Strength, commissioned and enlisted.

(1) Month of April 1944.

a) At beginning 52 Officers - 198 Enlisted Men.

b) Net increase 1 Officer - 0 Enlisted Men.

c) Net decrease 2 Officers - 2 Enlisted Men.

d) At end 51 Officers - 196 Enlisted Men.

(2) Status 30 April.

Grade	Actual	Auth.	2638	Grade	Actual	Auth.	2638
Brig. Gen.	1	1	--	1st Sgt.	1	1	--
Colonel	4	1	--	M/Sgt.	3	2	--
Lt. Col.	4	6	--	T/Sgt.	5	7	--
Major	7	8	1	S/Sgt.	19	16	3
Captain	11	11	3	Sgt.	29	31	2
1st Lt.	18	8	8	Cpl.	47	42	4
2nd Lt.	6	6	4	Pfc.	57	40	5
				Pvt.	35	45	1
TOTALS	51	41	16	TOTALS	196	184	15

NOTE: Special Orders Number 47, this Headquarters, 1 May 1944 relieved 16 Officers and 15 Enlisted Men from the 63rd Fighter Wing and assigned them to the 2638 Fighter Headquarters Platoon (Prov) - See Appendix A.

(3) Losses - Officers:

S E C R E T

a) 2nd Lt. Harold P. Newhouse, 0-575738 to Headquarters 350th Fighter Group, 18 April 1944.

b) 1st Lt. Doran L. Williams, 0-570786 to Headquarters, 52nd Fighter Group, 18 April 1944.

(4) Gains - Officers.

a) Major Ralph J. Thomas, 0-380128, 52nd Fighter Group to A-4, this Headquarters, vice Major Harold P. Hyatt, 0-905772.

d. Station.

(1) Name of Station:

(a) Administration - Pensionnat de St. Joseph, Bastia, Corsica.

(b) Quarters -

Enlisted Men, Lycee de Bastia, Bastia, Corsica.

Officers, Requisitioned buildings, Bastia, Corsica.

e. Movements of Unit: Nil.

f. Campaign: Italian.

g. Operations: Ref. Appendix B.

h. Command Officers in important missions: Nil.

i. Losses in action: Nil (63rd Fighter Wing).

j. Citations: Nil.

k. Photographs: Nil.

l. Promotions:

(1) 1st Lt. to Captain - Ray E. Douglass, 0-562888, A.C., 29 March, (not previously included)

S E C R E T

SHEET NO APPENDIX A

MONTH APRIL

RESTRICTED

HEADQUARTERS
SIXTY-THIRD FIGHTER WING
APO 650

SPECIAL ORDERS)
:
NUMBER 47)

1 May 1944.

1. The following named O, 63rd Ftr Wg, are reld fr asgmt and dy with that orgn, and asgd to the 2638th Ftr Hq Plat (P), effective this date, and will report to CO thereof for dy, effective this date. No travel involved. They will be atchd to the Hq & Hq Sq, 63rd Ftr Wg, for qrs and rats

MAJ STUART O. VAN SLYKE, 0392195, AC
CAPT ROBERT A. DIETRICH, JR, 0427474, AC
1ST LT CHANDLER R. BROWN, 0792953, AC
1ST LT CHARLES W. HICKMAN, 0885270, AC
1ST LT JOHN Q. JORDAN, 0856998, AC
1ST LT LAWRENCE L. MENTZER, 0205858, AC
2D LT ROBERT L. BARKMAN, 0809303, AC
2D LT REGINALD C. JACKSON, 0563390, AC
CAPT CHARLES P. BEAZLEY, 0908474, AC
CAPT JOHN C. McCRACKEN, 0917782, AC
1ST LT LAMAR W. DAVIS, 0409727, AC
1ST LT EDWARD T. JOHNSON, 0726407, AC
1ST LT ELI C. MAYFIELD, 01035315, CWS
1ST LT WILLIAM R. SOUTHCOTT, 0885332, AC
2D LT ROBERT N. GREWOHL, 0727984, AC
2D LT IDWAL (NMI) PARRY, 0578817, AC

2. MAJ WERNER B. THIELE, 0909303, AC, 311th Ftr Control Sq, now on temp dy with the Hq & Hq Sq, 63rd Ftr Wg, is reld fr temp dy with the Hq & Hq Sq, 63rd Ftr Wg and fr asgmt and dy with the 311th Ftr Control Sq, and is asgd to the 2638th Ftr Hq Plat (P), effective this date, and will report to CO thereof for dy. No travel involved. He will be atchd to the Hq & Hq Sq, 63rd Ftr Wg, for qrs and rat.

3. 1ST LT WILLIAM J. COUGHLAN, 0560835, AC, 2688th Hq & Hq Sq (P), now on DS with the Hq & Hq Sq, 63rd Ftr Wg, is reld fr DS with Hq & Hq Sq, 63rd Ftr Wg, and fr asgmt and dy with the 2688th Hq & Hq Sq (P), and is asgd to the 2638th Ftr Hq Plat (P), and will report to CO thereof for dy. No travel involved. He will be atchd to the Hq & Hq Sq, 63rd Ftr Wg, for qrs and rat.and adm.

4. 1ST LT GEORGE W. STRAHAN, 0909239, AC, 2685th Ftr Control Sq (P), now on DS with the 2688th Hq & Hq Sq (P), and on temp dy with the Hq & Hq Sq, 63rd Ftr Wg, is reld fr such DS and temp dy, and fr asgmt and dy with the 2688th Hq & Hq Sq (P), and is asgd to the 2638th Ftr Hq Plat (P), effective this date, and will report to CO thereof for dy. No travel involved. He will be atchd to the Hq & Hq Sq, 63rd Ftr Wg, for qrs and rat.and adm.

5. MAJ STUART O. VAN SLYKE, 0392195, 2638th Ftr Hq Plat (P), is hereby aptd Commanding Officer of that orgn, effective this date.

6. T/5 KENNETH (NMI) VALENTINE, 36500562
Sgt GEORGE F. RIEIR, 36047004

of the 560th Sig (AW) Bn, now on DS with the Hq & Hq Sq, 63rd Ftr Wg, are reld fr such DS and fr asgmt to 560th Sig (AW) Bn, and are asgd to the 2638th Ftr Hq Plat (P), effective this date, and will report to CO thereof for dy. No travel involved. They will be atchd to the Hq & Hq Sq, 63rd Ftr Wg, for qrs and rat.and adm.

RESTRICTED

7. The following named EM, Hq & Hq Sq, 63rd Ftr Wg, are trfd in gr fr that orgn to the 2638th Ftr Hq Plat (P), effective this date, and will report to CO thereof for dy. No travel involved. They will be atchd to the Hq & Hq Sq, 63rd Ftr Wg, for qrs and rat; and adm.

S/Sgt JOSEPH T. ALTON, 19026159
S/Sgt EDWARD L. SMITH, 14040047
Sgt RAYBURN D. SHAW, 17121425
Tec 5 DALE C. HEMAN, 15103069
Tec 5 FREDERICK (NMI) REESE, 32275427
Pfc EDWARD J. KREBS, 16037775
Pfc WARREN J. NINNESS, 33289192
S/Sgt GEORGE A. GEBHART, 12068413
Sgt RAYMOND M. OLSEN, 19072404
Cpl VICTOR A. PARMENTER, 32443056
Tec 5 JAMES J. OSLBOLD, 37182464
Pfc ERNEST F. BOSCHERT, 16116309
Pfc ROBERT J. MURRAY, 13115958
Pfc JULIUS (NMI) WEXLER, 33330996
Pvt BOB R. RATLIFF, 6259210

8. The following named EM, 308th Sig Co (Wg), are trfd in gr fr that orgn to the 2638th Ftr Hq Plat (P), effective this date, and will report to CO thereof for dy. No travel involved. They will be atchd to the 308th Sig Co (Wg) for qrs and rations: and adm.

M/Sgt PAUL E. GRAHAM, 14045278
Tec 4 JEAN W. WOODLAND, 39027044
Tec 5 RUDOLPH A. DURAS, 16071056
Tec 5 JOSEPH P. GALLAGHER, 32761014
Tec 5 BENJAMIN (NMI) ROMM, 36336525
Pfc THOMAS (NMI) PETERS, 16067911
Pvt JAMES L. ALLIN, 34134529
Pvt FRED Q. COCIO, 38004496
Pvt FLOYD M. GREGERSON, 16092199
Pvt EARL A. REPSUMER, 36345530
Pvt CLYDE E. SMITH, 34354958
Tec 4 LOUIS H. KREMER, 35039346
Cpl WILLIAM W. HISLOP, 32740308
Tec 5 ROBERT B. ELLIOTT, 35458290
Tec 5 STEVE (NMI) MORAVCIK, 36333562
Pfc LARRY E. MATTSON, 36171981
Pfc MICHAEL (NMI) MOFFO, 32269596
Pvt BILLIE B. BALEW, 18109315
Pvt FRED Q. ENGEL, 32292538
Pvt JOHN F. LEPSON, 35381306
Pvt JOHN A. SKALITSKY, 36160424
Pvt ABE I. WOLFSON, 12036817

9. The following named EM, 560th Sig (AW) Bn, are trfd in gr fr that orgn to the 2638th Ftr Hq Plat (P), effective this date, and will report to CO thereof for dy. No travel involved. They will be atchd to the 560th Sig (AW) Bn for qrs and rations: and adm.

T/Sgt MARVIN W. MACKNER, 37091420
Tec 4 LAWRENCE F. AMATI, 35038448
Tec 4 VOLOS R. JONES, 38101070
Tec 5 HARVEY L. AKRIGHT, 39247543
Sgt WELDON E. GARDY, 34171650
Tec 4 ERNEST G. GOOD, 32243814
Tec 4 EDGAR T. SOLLARS, 35259696
Tec 5 CARL C. GILMORE, 37147641
Tec 5 CLEO B. VAUGHAN, 39164113

10. Tec 5 GEORGE (NMI) THOMPSON, 31092739, Co "C", 562nd Sig (AW) Bn, now on DS with the Hq & Hq Sq, 63rd Ftr Wg, is reld fr such DS, and fr asgmt to Co "C", 562nd Sig (AW) Bn, and is asgd to the 2638th Ftr Hq Plat (P), effective this date and will report to CO thereof for dy. No travel involved. He will be atchd to the Hq & Hq Sq, 63rd Ftr Wg, for qrs and rat and adm.

11. MAJ ROBERT J. GIVEN, O222263, AC, Hq & Hq Sq, 63rd Ftr Wg, is hereby apt Surveying O for Reports of Survey conducted under the prov of NATOUSA Cir # 76, 4 May 1943 and AR 35-6640.

By command of Brigadier General CRAIGIE:

NEAL E. GUY,
Major, Air Corps,
Adjutant.

OFFICIAL:

NEAL E. GUY,
Major, Air Corps,
Adjutant.

DISTRIBUTION:
2-CG 12th AF; 2-CG XII Ftr Comd; 10-CO 2638th Ftr Hq Plat (P); 5-CO Hq & Hq Sq, 63rd Ftr Wg; 5-CO 303th Sig Co (Wg); 5-CO 560th Sig (AW) Bn; 2-CO Co "C", 562nd Sig (AW) Bn; 3-CO 311th Ftr Control Sq; 3-CO 2688th Hq & Hq Sq (P); 3-CO 2685th Ftr Control Sq (P); 3-O concerned, par 11, 1-Adjutant; 23-A-1 Section; 5-File.

SYMBOLS:
Plat - Platoon
DS - Detached Service.

SHEET NO APPENDIX B

MONTH APRIL

S E C R E T

HEADQUARTERS
SIXTY THIRD FIGHTER WING

APO 650
18 April 1944.

SUBJECT: Flash Report, 18 April 1944.

TO: All Tactical Units, All Sectors, 63rd Fighter Wing.

WEEKLY REPORT OF SORTIES 9 to 15 APRIL:

	Rec ces	Stri kes	Swe eps	Scram bles	Pat rols	Esc orts	ASR	Intru ders	Totals
52 Fitr Gp	8	43	17	10	38	123	8		247
253 Sq RAF	10	11	26	2	12	55	2		118
350 Fitr Gp	14	129	17	10	58	38	11		277
414 Sq				6	18				24
326 Fr Sq				6	18	43	2		69
327 Fr Sq				8	14	46	2		70
14 Sq	9								9
39 Sq			39						39
272 Sq	1		30						31
284 Sq							9		9
4 8 Sq					6				6
23 Sq (RAF)								19	19
1st ER							2		2
458 Sq			1						1
Totals	42	183	130	42	164	305	36	19	921

TOTAL SORTIES FOR WEEK: 921

18 April Flash

I SORTIES: Total thus far reported.

a. 16 Spits
b. P-39's
c. 8 Beaufighters
d. 3 Warwicks.
e. 3 Marauders

II SIGHTINGS:

0650 Giglio 6 Small sailing Yawls.
0700 San Stefano 6 small unidentified boats.
0720 Piombino several small vessels.
0720 Leghorn 3 boats 100-150'; 5 75' boats.
0745 Porto Ferraio 4 boats 175'; 7 50' boats & 4 30' boats.

S E C R E T

Flash Report 18 April (cont'd):

III ACTION:

12 P-39's on offensive Patrols area Capria Gorgona & Italian Coast. No action due weather.
2 P-39's Dawn Patrol. No incidents.
3 P-39's engaged on general recce.
4 P-39's on Met mission.
10 Spits, 4 with bombs on armed recce attacked Port Ecale Fcty; Fallonica - Two direct hits on factory.

MACAF REPORT, April 16: 1 Ju 88 destroyed by Beaufighters 30 Mi NW Anzio.

NOTE: No Flash Reports were published 16th or 17th April.

ADDITIONS; 17/4:

2 Warwicks ASR Search.
12 Spits, 6 P-39's, 1 Marauder, flew sorties.

RECEIPT

TO: A-2, 63 Fighter Wing, APO 650

For Flash Report 18 April 1944.

ORGANIZATION	NAME	RANK	DATE

BASTIA, CORSICA

The 63rd had one good day-- April 6th-- destroying seven Jerry aircraft, damaging two. On one mission to Grosseto P-39's of 346 Squadron and 347 Squadron accounted for 4 ME 109 and 1 FW 190. 10 P-39's 347 Squadron; 4 P-39's 346 Squadron carrying ten 500lb demolition bombs A/B 1455B from Ghisonaccia, Corsica attacked railroad and highway brdges south of Grosseto, Italy, scoring two direct hits on each bridge rendering both unpassable. After dropping their bombs 6 P-39's Squadron and 2 escorts headed west without incident. Two escorting P-39's 347 Squadron and 4 P-39's 346 Squadron were attacked by 8 to 10 ME 109's and FW 190's as they were leaving the target area. Three ME 109's were destroyed, and 1 ME 109, 1 FW 190 damaged by 346th pilots. One ME 109 and 1 FW 190 were destroyed by 347th pilots. One P-39 was hit in the propeller, and another P-39 was hit in the wing and cockpit without injury to the pilot. All our planes landed safely at 1615 hours.

On the same day Lt. Blackburn of the 5 (US) Squadron, 52nd Fighter Group destroyed 2 ME 109's. While flying escort to Marauders hitting ORVIETO, at 1235B at angels 17 six ME 109's made a pass at 5th Sq. Green section. Spits broke left and Lt. Blackburn destroyed 1 ME 109 with a short burst, scored hits on another ME 109, and its pilot bailed out.

The victories for the month totaled 8-1-2, 8 destroyed, 1 probable, 2 damaged. The previous totals were:

January 23-2-7 February 26-2-6

March 4-1-4-

In General the totals show the trend of the opposition of German fighters to the day by day Allied bombings of Italian ports, rails, road, and communications. During the months of January and February when several flights of

S E C R E T

our aircraft were challanged in the ORVIETO, VITERBO area the totals soared. Of the 53 E/A destroyed only three were in the Corsica-Sardinia area 1 JU-88 west of Ajaccio by 2nd Squadron, and 1 HE 177, 1 DO 217 in Cape-Corse - Bastia area by 414 Night Fighter Squadron. The remainder of the enemy aircraft were destroyed over Italy and Southern France.

A day by day account of the victories follows:

APRIL VICTORIES

63rd Fighter Wing

DATE	SQUADRON	E/A	PILOT	LOCATION	CLAIM
April 2	347	1 FW 190-P	Lt. Harbor	Montalto di Castro	0-1-0
" 6	347	1 ME 109-D	Lt. Levy	Grosseto	1-0-0
" 6	347	1 FW 190-D	Lt. Burgess	Grosseto	1-0-0
" 6	346	1 ME 109-D	Lt. Dow	Grosseto	1-0-0
" 6	346	1 ME 109-D	Lt. Dougherty	"	1-0-0
" 6	346	1 ME 109-B	Lt. Rudsill	Grosseto	
		1 ME 109- Dam *	"	"	
		1 ME 109-Dam	"	"	1-0-2
" 7	253	1 SM 82-D			
		(shared)	F/Lt. Watson	Marina di Pisa	1-0-0
			F/O Delaney		
			F/O Munro		
APRIL TOTAL					8-1-2
PREVIOUS TOTAL (31 MARCH)					132-18-22
TOTAL TO 30 APRIL					140-19-24

* Claim for 1 ME 109 probably destroyed not confirmed by XII Fitr Comm.

On the 17 April the Wing lost the 52nd Fighter Group (2,4,5 Squadrons) which was assigned to the Strategic Air Force. On the 23 April the Wing lost the 253 RAF Spitfire Squadron which returned to the United Kingdom. On the 27 April the 417 Beaufighter Squadron came under the Wing and replaced the 414 Beaufighter Squadron which was moved from BORGO to ELMAS. A complete list of the Squadrons operating under the Wing is included in Appendix "B" of the Outline History.

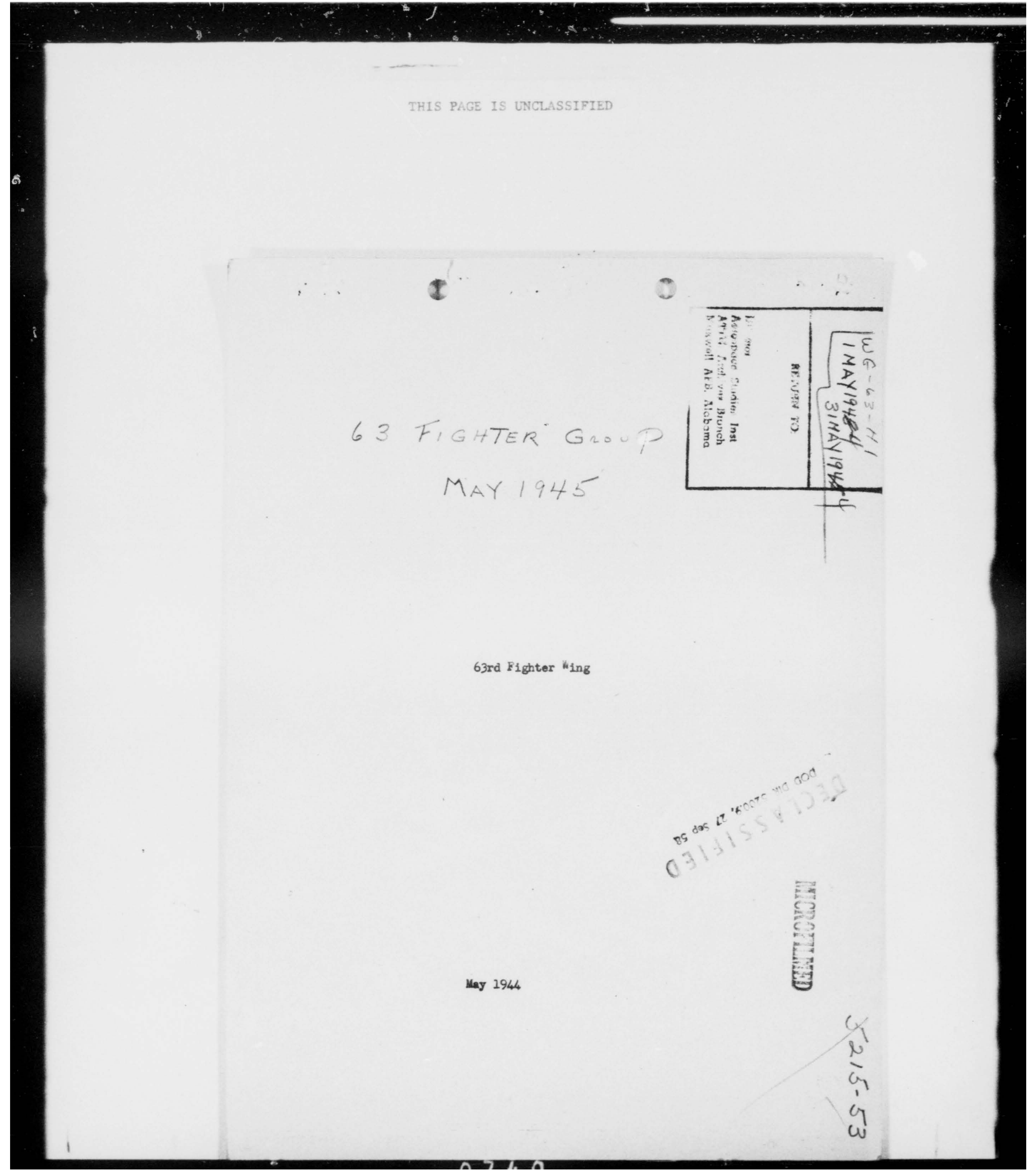
SHEET NO. 48 WAR DIARY, HEADQUARTERS 63RD FIGHTER WING

MONTH APRIL 1944 PREPARED BY 1ST LT. W. J. COUGHLAN.

BASTIA, CORSICA

The Wing is now down to TO strength with the transfer of 16 Officers and 15 Enlisted Men from the Headquarters and Headquarters Squadron, 63rd Fighter Wing to the 2638 Fighter Headquarters Platoon (Prov). The Wing strength fell to 35 Officers and 181 Enlisted Men while the TO strength is 41 Officers and 184 Enlisted Men under the provisions of theT/O 1-555-1, dated 28 November 1942, less columns 7,8,9,10 change 1, 25 January 1943; change 2, 1 May 1943 (ref. Sheet No. 11 of Outline History).

On the 14 April Lt. Gen. Jacob Loucks Devers, Commander of Unites States Ground Forces in the Mediterranean, and Lt. Gen. Ira Clarence Eaker visited the 63rd Fighter Wing Headquarters. Brigadier General Lawrence C. Craigie, Commanding Officer, this Headquarters, and Allied Air Commander, Corsica explained the function of our Wing in the defense of Corsica. The Generals made an inspection of the Combined Operations Room staffed by USAAF, RAF, and Royal Navy personnel.



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S E C R E T

SHEET NO. 13 — OUTLINE HISTORY, HEADQUARTERS, 63RD FIGHTER WING

MONTH MAY — PREPARED BY 1ST LT. W. J. COUGHLAN.

1. Outline History of the 63rd Fighter Wing for the period 1 May 1944 to 30 May 1944.

a. Original Unit.

(1) Original designation 2nd Air Defense Region.

(2) Place of Activation Santini, Mitchell Field, L.I.

(3) Date of activation 12 December 1942.

(4) Authority for activation - Letter A.G. 320.2(12-8-42).

Subject: "Constitution and Activation of Certain Air Defense Wings".

b. Changes in Organization.

(1) Changes in designation - Nil.

(2) Echelons or Units.

No gains or losses but a complete reorganization of the units under the Wing.

Previous Designation:	Present Designation:
a. 2685 Fighter Control Sq.(P)	6500 Hq. & Hq. Sq. Fighter Control Area (P) Borgo, Corsica.
b. 78th Fighter Control Sq.(P)	6501 Hq. & Hq. Sq. Fighter Control Area (P) Alghero, Sardinia.
c. 2688 Hq. & Hq. Sq. (P)	6503 Hq. & Hq. Sq. Fighter Control Area (P) Ajaccio, Corsica.
d. 311 Fighter Control Sq. (P)	6504 Hq. & Hq. Sq. Fighter Control Area (P) Cagliari, Sardinia.

(3) Changes in Commanding Officers - Nil.

Brigadier General Laurence C. Craigie, O-15170, U.S.A. announced as Allied Air Commander, Corsica vice Brigadier General Davis D. Graves,

S E C R E T

O-17466, U.S.A. 8 March 1944.

(4) Changes of Staff Officers.

a. Colonel Richard A. Ames, O-22454, AC, A-3 to Executive Officer, Headquarters 63rd Fighter Wing vice Colonel John F. Wadman, O-17277, AC, on DS with 62nd Fighter Wing.

(5) Changes of Sector Commanding Officers.

a. Colonel William L. Covington Jr., O-20336, AC, CO, 2685 Fighter Control Sq. (P) to A-3 vice Colonel Richard A. Ames.

b. Lt. Col. Merrick (NMI) Bayer, O-21294, CO 311 Fighter Control Sq. (P) to CO, 2685 Fighter Control Sq. (P) vice Colonel William L. Covington.

c. Lt. Col. Frank (NMI) Norwood, O-266972, AC to CO, 311 Fighter Control Sq. (P) vice Lt. Col. Merrick (NMI) Bayer.

Note: A list of the present Commanding Officers of the units under the Wing following the reorganization is given in War Diary for May 1944.

c. Strength, commissioned and enlisted.

(1) Month of May 1944 - Headquarters and Headquarters Squadron, 63rd Fighter Wing.

a. At beginning 51 Officers - 196 Enlisted Men.

b. Net increase 8 Officers - 0 Enlisted Men.

c. Net decrease 20 Officers - 27 Enlisted Men.

d. At end 39 Officers - 169 Enlisted Men.

(2) Month of May 1944 - 2638 Fighter Headquarters Platoon (P).

a. At beginning 19 Officers - 49 Enlisted Men.

b. Net increase 4 Officers - 1 Enlisted Man.

c. Net decrease 3 Officers - 0 Enlisted Men.

d. At end 20 Officers - 50 Enlisted Men.

(3) Loses: Headquarters and Headquarters Squadron.

a. 1st Lt. Paul E. Schantz, Signal C., 0-405708 to 594 Signal AW Bn.

b. 1st Lt. Charles F. Phinn, AC, 0-1634220 to 6500 Fighter Control Area (P).

c. 1st Lt. R. Mentzer, AC, 0-2053958 to Personnel Center # 6.

d. 1st Lt. Reginald O. Jackson, AC, 0-563390 to 2638 Fighter Headquarters Platoon (P).

Note: Sheet No. 17 and 18 has list of all officers for Headquarters Squadron and 2638 Fighter Headquarters Platoon (P).

d. Station.

(1) Name of Station:

a. Administration - Pensionnat de St. Joseph, Bastia, Corsica.

b. Quarters -

Enlisted Men, Lycee de Bastia, Bastia, Corsica.

Officers, Requisitioned buildings, Bastia, Corsica.

e. Movements of Unit: Nil.

f. Campaign: Italian.

S E C R E T

SHEET NO. 16 OUTLINE HISTORY, HEADQUARTERS, 63RD FIGHTER WING

MONTH MAY PREPARED BY 1ST LT, W. J. COUGHLAN.

g. Operations: Reference Sheets 19, 20, 21, 22, 23, 24.

h. Command Officers in important missions: Nil.

i. Losses in action: Nil (63rd Fighter Wing).

j. Legion of Merit Award to General L. C. Craigie, 24 April 1944 (reference Sheet 25).

k. Photographs: Nil.

l. Promotions:

(1) 1st Lt. Eli C. Mayfield, O-103535, AC, to Captain on 27 May 1944.

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S E C R E T

SHEET NO. 17 OUTLINE HISTORY, HEADQUARTERS, 63RD FIGHTER WING

MONTH MAY PREPARED BY 1ST LT. W. J. COUGHLAN.

1. The following is a list of officers assigned to Hq. & Hq. Sq., 63rd Fighter Wing, as of this date:

Brigadier General	LAURENCE C. CRAIGIE, O15170, USA
Colonels	Richard A. Ames, O22454, AC
	William B. Covington, Jr., O20336, AC
	John F. Wadman, O17277, AC (DS with 62 Wg)
Lt. Colonels	George J. Kantor, O286418, MC
	Joe W. Leedom, Jr., O23113, CAC
	Augustus K. Mills, O900220, AC
	Harry C. Parham, O270348, AC
Majors	George P. Davis, Jr., O909448, AC
	John E. Drum, Jr., O445460, Sig C *
	Robert J. Given, O222263, AC
	Neal E. Guy, O467971, AC
	Gerald W. Hayes, O1692359, MC
	Harold P. Hyatt, O905772, AC
	Ralph J. Thomas, O380128, AC
Captains	William L. Shriver, O436010, AC *
	William P. Bowen, O912271, AC
	Ernest J. Collins, O902776, AC
	Ray B. Douglass, O562888, AC
	George C. Fortune, O917544, AC
	Joseph P. Graham, O904607, AC
	Maurice R. Gutman, O900904, AC
	Thomas P. Watkins, O649725, AC
	Henry E. Wood, O361173, AC
	John C. Pogue, Jr., O361637, AC *
	Julius C. Robbins, O444064, DC
	Richard J. Connelly, O502094, CC
1st Lieutenants	George R. Bechtold, O567245, AC
	Adrian T. Brown, O675548, AC
	William F. Parsons, O569697, AC
	William W. White, O564613, AC
	William J. Coughlan, O560855, AC *
	Arthur R. O'Neil, O1633444, Sig C *
	Dana M. Raymond, O423192, Sig C *

* Not previously in Wing.

S E C R E T

2nd Lieutenants
Lloyd T. Cobb, 0587691, AC
Robert F. Eames, 0 5300, AC
Val S. Scoville, 0573311, AC
David D. Webster, 04522661, Sig C *

W JG
John E. Morgan, W 2118693, AUS *

Total 39 Officers
* Not previously in Wing.

1. The following named officers, are assigned to the 2638th Fighter Headquarters Platoon (Prov), as of this date:

Majors
Stuart . Van Slyke, 0392195, AC
Werner B. Thiele, 0909303, AC
Wyatt P. Exum, 0380232, AC * (TD to 2688th)

Captains
Charles F. Beazley, 0908474, AC
Robert A. Dietrich, Jr., 0427474, AC
Eli C. Mayfield, 0103535, AC
John C. McCracken, 0917782, AC
Paul P. Vaughn, 0406887, Sig C *

1st Lieutenants
Chandler H. Brown, 0792953, AC
Willard R. Cullen, 0662799, AC
Lamar W. Davis, Jr., 0409727, AC
Charles W. Hickman, 0 85270, AC
Edward L. Johnson, 0726407, AC
William R. Southcott, 0885332, AC
George W. Strahan, 0909239, AC
Martin (NMI) Stuk, 0864426, AC *
Reginald . Jackson, 0563300, AC

2nd Lieutenants
Robert L. Barkman, 0809303, AC
Robert N. Grewohl, 0727984, AC
Idwal (NMI) Parry, 0573817, AC

Total 20 Officers
* Not previously in Platoon.

S E C R E T

HEADQUARTERS
SIXTY THIRD FIGHTER WING
APO 650

GENERAL ORDERS)
:
NUMBER 19)

31 May 1944

SECTION I -- REORGANIZATION OF UNITS

1. Pursuant to authority contained in GO 34, Hq XII Fighter Command, dated 28 May 1944, the following units of the 63rd Fighter Wing will reorganize provisionally, effective 1 June 1944, with strength, grades and ratings as authorized:

a. Hq & Hq Sq, 63rd Fighter Wing
b. 560th Signal Aircraft Warning Battalion
c. 78th Fighter Control Squadron
d. 311th Fighter Control Squadron

2. a. Rosters will be prepared and forwarded in accordance with AR 345-900.

b. The appropriate data will be entered in the Morning Report of each unit in accordance with AR 345-400 as modified by paragraph 3g, letter AG 330.33/100S, Headquarters NATOUSA, subject: "Adoption of New Morning Report," 29 July 1943.

c. 19th Machine Records Units, APO 650, will continue to service these units.

3. This headquarters will be notified without delay, giving date and place of each reorganization as above authorized by GO 34, Hq XII Fighter Command, dated 28 May 1944.

4. Accomplishing orders will be forwarded directed as follows:

a. Five (5) copies to Commanding General, NATOUSA; ten (10) copies to Commanding General, SOS, NATOUSA: three (3) copies to Commanding General, AAF/MTO; five (5) copies to Commanding General, Twelfth Air Force: five (5) copies to Commanding General, XII Fighter Command; and five (5) copies to this headquarters.

5. The commanding officers of the above units will be responsible for the following action:

a. Personnel, administrative and equipment record will be maintained in such a manner as to permit immediate reforming of unit as constituted by latest applicable War Department T/O and E if so directed.

b. All transfer of personnel will be affected without reduction in grade or ratings.

S E C R E T

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(O V E R)

SECTION II -- ORGANIZATION OF UNITS

1. Pursuant to authority contained in Section II, GO 34, Hq XII Fighter Command, dated 28 May 1944, the following units, 63rd Fighter Wing, will organize provisionally, effective 1 June 1944, with strengths, and with grades and ratings as authorized:

	Unit	Place Where Organ- [illegible]	Alphabetical [illegible]
a.	6500th Hq & Hq Sq. Ftr Ctl Area (P)	Borgo, Corsica	"A"-Unit, Ftr Ctl Area
b.	6501st Hq & Hq Sq. Ftr Ctl Area (P)	Alghero, Sardinia	"A"-Unit, Ftr Ctl Area
c.	6503rd Hq & Hq Sq. Ftr Ctl Area (P)	Ajaccio, Corsica	"B"-Unit, Ftr Ctl Area
d.	6504th Hq & Hq Sq. Ftr Ctl Area (P)	Cagliari, Sardinia	"B"-Unit, Ftr Ctl Area

e. Radar Reporting Platoons (P):

Old Designation or Location	New Designation	Type Unit
U.S. 577	6516 Radar Reporting Plat (P)	Radar (Type A) SCR 588
U.S. 579	6517 Radar Reporting Plat (P)	Radar (Type A) SCR 588
U.S. 1010	6518 Radar Reporting Plat (P)	Radar (Type B) SCR 270
U.S. 1013	6519 Radar Reporting Plat (P)	Radar (Type B) SCR 270
U.S. 1029	6520 Radar Reporting Plat (P)	Radar (Type B) SCR 270
U.S. 1030	6521 Radar Reporting Plat (P)	Radar (Type B) SCR 270
U.S. 1031	6522 Radar Reporting Plat (P)	Radar (Type B) SCR 270
U.S. 1124	6523 Radar Reporting Plat (P)	Radar (Type B) SCR 270
U.S. 1014	6524 Radar Reporting Plat (P)	Radar (Type B) SCR 270
U.S. 1026	6525 Radar Reporting Plat (P)	Radar (Type B) SCR 270
U.S. 631	6534 Radar Reporting Plat (P)	Radar (Type A) SCR 588
U.S. 898	6535 Radar Reporting Plat (P)	Radar (Type A) SCR 588

f. Radio Units VHF (P):

Old Designation or Location	New Designation	Type Unit
AMES 14021	6536 Radio Unit VHF (P)	VHF Twin Channel
AMES 9003	6537 Radio Unit VHF (P)	VHF Twin Channel
Borgo Relay	6538 Radio Unit VHF (P)	VHF Twin Channel
AMES 800[illegible]	6539 Radio Unit VHF (P)	VHF Twin Channel
AMES 8003	6540 Radio Unit VHF (P)	VHF Twin Channel
U.S. 577	6550 Radio Unit VHF (P)	VHF Twin Channel
Cagliari Relay	6551 Radio Unit VHF (P)	VHF Twin Channel
Ghisonaccia Homer	6552 Radio Unit VHF (P)	VHF Twin Channel

S E C R E T

g. Radio Units D/F (P):

Old Designation or Location	New Designation	Type Unit
Calvi Homer	6553 Radio Unit D/F (P)	D/F Fixer Teams
Sisco Homer	6554 Radio Unit D/F (P)	D/F Fixer Teams
#6 Fixer Alghero	6555 Radio Unit D/F (P)	D/F Fixer Teams

2. The above units will hold necessary equipment on Memorandum Receipt from the parent War Department constituted units outlined in Section I pending receipt of pertinent provisional Tables of Equipment to be published by Headquarters, NATOUSA.

3. Section III, NATOUSA Circular 193, 1943 series, applies as follows:

a. The organization of these units is authorized by headquarters, NATOUSA.

b. Personnel will be assigned to these units within the provisionally authorized strengths by this headquarters.

c. Promotions are authorized. Promotions of enlisted personnel of Radar Reporting Plat (P), Radio Units VHF (P), and Radio Units D/F (P), will be accomplished by the respective Hq Fighter Control Area.

4. This headquarters will be notified without delay, giving date and place of each organization as above authorized by GO 34, Hq XII Fighter Command, dated 28 May 1944.

5. Accomplishing orders will be forwarded direct as follows:

a. Five (5) copies to Commanding General, NATOUSA; ten (10) copies to Commanding General, SOS, NATOUSA; three (3) copies to Commanding General, AAF/MTO; five (5) copies to Commanding General, Twelfth Air Force; five (5) copies to Commanding General, XII Fighter Command; and five (5) copies to this headquarters.

6. a. Effective upon organization, each unit will be serviced by the 16th Machine Record Unit, APO 650.

b. Initial rosters will be prepared and forwarded in accordance with AR 345-900.

c. The appropriate data will be entered in the Morning Report of each unit in accordance with AR 345-400, as modified by paragraph 3g, letter, AG 330.33/100E, Hq NATOUSA, subject: "Adoption of New Morning Report", 29 July 1943.

7. a. This headquarters will accomplish initial assignment and re-assignment of personnel.

b. All assignments will be effected without reduction in grades or ratings.

S E C R E T

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8. The organization of units assigned to the respective Hq & Hq Sq, Fighter Control Areas and the 325th Fighter Control Squadron, will be accomplished and announced in General Orders issued by the appropriate Headquarters, Fighter Control Area or the 325th Fighter Control Squadron.

9. The commanding officer of the Fighter Control Areas and the 325th Fighter Control Squadron will upon organization of respective Radio Units VHF (P) and Radio Units D/F (P), appoint on orders, an officer of the headquarters with additional duty as Custodian of the records of appropriate units, for the purpose of signing payrolls, morning reports, sick reports and accomplishing other administrative duties incident to the operation of a unit of this size.

SECTION III -- ASSIGNMENT OF UNITS

1. Pursuant to authority contained in Section III, GO 34, Hq XII Fighter Command, dated 28 May 1944, the following units, assigned this headquarters, upon organization, 1 June 1944, are re-assigned to organizations indicated, effective 1 June 1944:

a. The following units are assigned to the 6500th Hq & Hq Sq, Fighter Control Area (P):

Old Designation or Location	New Designation
U.S. 1124	6523 Radar Reporting Plat (P)
AMES 14021	653[illegible] Radio Unit VHF (P)
AMES 8003	6[illegible]37 Radio Unit VHF (P)
Barge Relay	65[illegible]3 Radio Unit VHF (P)
Ghisonaccia Homer	6552 Radio Unit VHF (P)
Calvi Homer	655[illegible] Radio Unit D/F (P)
Sisco Homer	6554 Radio Unit D/F (P)

b. The following units are assigned to the 6501st Hq & Hq Sq, Fighter Control Area (P):

Old Designation or Location	New Designation
U.S. 898	6535 Radar Reporting Plat (P)
U.S. 1029	6520 Radar Reporting Plat (P)
U.S. 1031	6522 Radar Reporting Plat (P)
#6 Fixer Alghero	6555 Radio Unit D/F (P)

c. The following units are assigned to the 6503rd Hq & Hq Sq, Fighter Control Area (P):

Old Designation or Location	New Designation
U.S. 1013	6519 Radar Reporting Plat (P)
AMES 8001	6539 Radio Unit VHF (P)

Par 1, Section III, GO 16, Hq 63rd Fighter Wg, Continued. Page Five 31 May 1944

d. The following units are assigned to the 6504th Hq & Hq Sq, Fighter Control Area (P):

Old Designation or Location	New Designation
M.S. 581	6534 Radar Reporting Plat (P)
M.S. 1010	6518 Radar Reporting Plat (P)
M.S. 1030	6521 Radar Reporting Plat (P)
AMES 8005	6540 Radio Unit VHF (P)
Cagliari Relay	6551 Radio Unit VHF (P)

e. The following units are assigned 325th Fighter Control Squadron:

Old Designation or Location	New Designation
M.S. 577	6516 Radar Reporting Plat (P)
M.S. 579	6517 Radar Reporting Plat (P)
M.S. 1014	6524 Radar Reporting Plat (P)
M.S. 1026	6525 Radar Reporting Plat (P)
M.S. 577	6550 Radio Unit VHF (P)

SECTION IV -- DISBANDMENT OF UNITS.

1. The provisions of Section IV, GO 34, Hq XII Fighter Command, dated 28 May 1944, will be accomplished at such time that pertinent provisional tables of equipment are published by Hq NATOUSA and equipment transferred to respective provisional units.

2. This headquarters will publish an order instructing respective provisional units to effect disbandment at the appropriate time.

By command of Brigadier General CRAIGIE:

NEAL E. GUY,
Major, Air Corps,
Adjutant.

OFFICIAL:

NEAL E. GUY,
Major, Air Corps,
Adjutant.

R E S T R I C T E D

HEADQUARTERS
SIXTY-THIRD FIGHTER WING
APO 650

SHEET NO 20 — OUTLINE HISTORY

GENERAL ORDERS)
:
NUMBER 17)

1 June 1944.

REORGANIZATION OF UNIT

1. Pursuant to authority contained in GO 34, Hq XII Ftr Comd, 28 May 1944, the following unit is reorganized, Provisionally, effective this date, with strength and grades and ratings as indicated:

a. Hq & Hq Sq, 63rd Fighter Wing (Prov).

b. Authorized grades and ratings:

	B Gen	Col	Lt Col	Major	Capt	1st Lt	2d Lt	Total	WOJG
Air Corps	1	1	4	3	7*	5	5	26	1
Chaplain Corps	0	0	0	0	1	0	0	1	0
Coast Arty Corps	0	0	1	0	0	0	0	1	0
Dental Corps	0	0	0	0	1	1	0	2	0
Medical Corps	0	0	1	0	1	0	0	2	0
Signal Corps	0	0	1	0	1	1	0	3	0

* includes one (1) Special Service Officer.

	M/Sgt & 1st Sgt	T/Sgt	S/Sgt	Sgt	Cpl	Pfc	Pvt	Total.
Air Corps	3	6	17	30	40	24	27	147
Dental Corps	0	0	0	0	2	0	0	2
Medical Corps	0	1	1	1	1	3	0	7
Signal Corps	0	0	1	0	1	0	0	2

2. Directions contained in GO 34, Hq XII Ftr Comd, 28 May 44, are complied with.

By command of Brigadier General CRAIGIE:

NEAL E. GUY,
Major, Air Corps,
Adjutant.

OFFICIAL:

[signature]
NEAL E. GUY,
Major, Air Corps,
Adjutant.

R E S T R I C T E D

DISTRIBUTION:
 5-CG NATOUSA
10-CG SOS, NATOUSA
 3-CG AAF/MTO
 5-CG 12th AF
 5-CG XII Ftr Comd
 5-CO Hq Sq, 63rd Ftr Wg
 [illegible]-Adjutant
 2-A-1
 2-A-3
10-File.

S E C R E T

HEADQUARTERS
SIXTY THIRD FIGHTER WING

D-PDB/1

SHEET NO 21 OUTLINE HISTORY

SUBJECT: Flash Report 2 May 1944.

TO: All Tactical Units, All Sectors, 63rd Fighter Wing.

SORTIES: 23/29 April 1944.

	RECCE	STRIKES	SWEEPS	SCRAMBLES	PATROLS	ESCORTS	ASP	A/S	INTRUDER	TOTALS
253 Sq.	16			4		15				35
350	28	22	28	14	77		29			196
414				10	22		3			35
326				16	20	46	11			93
327	2			2	42	34	2			82
14	15									15
272	1	6								7
39	1	6					1			8
284							11	2		13
4 S					1			6		7
1 ER					[illegible]		9	6		9
23									4	4
	63	34	28	46	162	95	66	8	4	506

Air Victories: Nil

1. SORTIES: 64 total thus far reported.
   2 Mosquitos
   1 Warwick
   14 P-39s
   26 Spitfires
   4 P-47s
   12 Beaufighters
   2 Marauders
   3 Walrus

2. SIGHTINGS: 1515- 1/5 4302N-0430E 2 Swiss M/Vs CALANDA & ALBULA 280/8 also 2 barges 100 tons & 2 M/Vs 150 tons close inshore.

3. ACTION: 2 Mosquitos 23 Sqdn on Dolphin Patrol attacked and damaged one JU 188.
   2 Beaufighters 39 Sqdn on Dolphin destroyed one JU 88 at 4200N 0355E One Beaufighter damaged and Pilot slightly injured.
   2 Walrus escorted Convoy Molly without incident.
   6 Beaufighters 39 Sq 6 Beaus 272 Sq with 2 Warwicks carried out Trapper patrol. No incidents. 1 Beau crashed on landing. Crew of 39 Sq uninjured.
   2 Marauders 14 Sq while on shipping recce Spanish Coast were attacked by 2 JU 188s. One E/A claimed as damaged, no damage to Marauders.
   1 Beau 417 Sq on scramble night 1/2 May got in two bursts on JU 88. Strikes seen.

4. Air: On April 29, some 570 USAAF heavy bombers raide Toulon. In spite of very effective smoke screen over the target and some 60 aggressive e/a. The attack was very successful. The part, munitions factories and M/Y were all well covered.

SECRET

HEADQUARTERS
SIXTY THIRD FIGHTER WING

D-[illegible]/1
OUTLINE HISTORY

APO 650
7 May 1944

SORTIES: 30 April-6 May.

UNIT	RECCES	STRIKES	SWEEPS	SCRAMBLES	PATROLS	ESCORTS	ASR	A/S	INTRUDERS	TOTAL
350	18			24	250		12			304
414				2	16					18
417				4	20					24
326				22	22		8			52
327	2			8	90		2			102
328				2	4					6
14	16									16
272		6			8					14
39		6			26					32
284							13			13
4 S					15			5		20
1 ER							2			2
23									14	14
	36	12	00	62	453	00	37	5	14	619

Total Sorties: 619

AIR VICTORIES:

PLACE	DATE	UNIT	DESTROYED	PROBABLE	DAMAGED
Canino A/D	7 May	23 Sq		1 unidentified	2 unidentified
Cape de Creus	1 May	14 Sq			1 JU 188
Cape de "	1 May	23 Sq			1 JU 88
4200N0355E	1 May	39 Sq	1 JU 88		
15 mi N Elba	2 May	417 Sq			1 JU 88
W Ajaccio	4 May	326 Sq	1 FW 190		
Totals			2 destroyed	1 prob.	5 damaged

FLASH REPORT FOR 7 May 1944.

TO: All Tactical Units, All Sectors 63rd Fighter Wing.

SORTIES: 49 thus far.

15 Beaufighters
2 Walrus
2 P-47's
3 Warwicks
10 P-39's
17 Spits

SIGHTINGS: 0700- Porto Ferraio -15 small boats, prbably barges
0811- 4328N 0403E- 2300 ton Red Cross Courier 100/4
0914- 4223N 0316E- 1500 ton Red Cross Courier 360/5
1711- 4316N 0323E- 1000 ton Red Cross Courier 040/4

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ACTION: 6 R.P. Beaufighters 39SQ, 6 Anti-Flak Beaufighters 272 Sqdn. on shipping strike attacked 1500 ton V/S SETE HARBOR scoring numerous hits . 1 Warwick 284 Sqdn ASR Escort.
2 Warwicks 284 Sqdn ASR search for Mosquito reported ditched. Cap Mannu No incidents.
2 Walrus escorted convoy "Abinger". No incidents.
2 Marauders 14 Sqdn shipping recce Spanish Coast-Gulf of Lyons. 3 sightings
6 P-39's dawn patrol Bastia-Porto Vecchio.
3 Spits recced Elba Island
6 Spit IX's scrambled Ajaccio Sector for bogeys. No contacts.
6 Spit IX's patrolled Bastia-Calbi area.
2 Spits IX's scrambled Borgo for bogey which proved to be a B-25.

MACAF REPORTS:

Swamp operations North African Coast. One JU 188 damaged off Cap Spartiverto. Three offensive sweeps from SE Italy two direct hits on dynamite dump.

ADDITIONAL: 3 Beaufighters 417 Sqdn. 2 uneventful patrols one abortive search.

- - - -

A.K. MILLS,
Lt. Col. Air Corps,
Wing A-2

- -

RECEIPT

For Flash Report 7 May 1944

To: A-2 63rd Fighter Wing APO 650.

________________ NAME __________ RANK

________________ ORGANIZATION __________ DATE

SECRET

S E C R E T

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SHEET NO 23 — HEADQUARTERS SIXTY THIRD FIGHTER WING — OUTLINE HISTORY

APO 650
16 May, 1944

SUBJECT: Flash Report, 16 May, 1944.

TO : All Tactical Units, All Sectors, 63rd Fighter Wing.

1. WEEKLY SORTIE REPORT.

	Recces	Strikes	Sweeps	Scrambles	Pat rols	esc orts	ASR	A/S	Intr uders	Tot als
350 Grp	34	8	8	18	223		44			325
414 NFS				1	12					13
417 NFS			2	8	4					14
326 Fr. Sq.	2			14	8					24
327 Fr. Sq.	15		10	4	96		16			131
328 Fr. Sq.	50			4	8	16				78
14 Sq. RAF	9									9
272 RAF	6		10		8		7			31
39 RAF					23		9		7	39
108 RAF									7	7
283 RAF							1			1
284 RAF							28	1		29
4-S Sq.					8		1			9
1 ERS							3			3
TOTALS	116	8	30	49	370	16	109	1	14	713

2. DAYS SORTIES; 106 Total thus far reported.

a. 8 R.P. Hurricanes.
b. 3 Beaufighters
c. 70 French Spits.
d. 23 P-39's
e. 2 P-47's

3. SIGHTINGS: 1030 Porto Lagone 1 M/V 350'. 1320 San Stefano 1 M/V 400' ½ mile offshore stationary. 1100 Viareggio small cargo ships, 2 medium vessels and one larger ship.

4. ACTION: 8 French Spitfires, 4 carrying bombs escorted RP Hurricanes on armed shipping recce Italian coast. Spits dropped bombs on quay and ships at Viareggio. Results unobserved. 4 RP Hurricanes armed recce, targets obscured by haze. One salvo fired at jetty Viareggio. 3 Beaufighters 417 Sqdn flew uneventful patrols. 4 French Spits shipping recce Viareggio Harbor. 4 RP Hurricanes escorted by French Spits up 1410 to attack shipping in Viareggio Harbor. One 250 foot barge in docks hit by 7 R.P.'s. Much debris and flames seen. Claim two 40' caiques each suffered an R.P. hit. F boat on slipways was hit by 8 RP's. Spits strafed small boats outside harbor. 2 P-47's on altitude patrol Calvi to Ajaccio. 30 Spits IX's on continuous patrol Bastia area. 6 P-39's on dawn patrol Borgo - Porto Vecchio. 6 French Spits bombed Castiglioncello harbor. Results not observed.

5. FLAK: Viareggio, Light, accurate. NOTE: Piomosa town is increasing light flak defenses.

S E C R E T

6. INTELLIGENCE: On May 14th, 25 ME-109's moved South from Ferrara A/D to Tuscania A/D in the Viterbo area.

7. MACAF REPORTS: Two attacks on U boats by Wellingtons 150 miles Southwest of Sardinia other Northwest of Tenes where swamp is still in progress. South east Italy A/C made offensive sweeps Delvid (?) Kododesh Perkovic Podgoriski Corfu Razanac Placa. Eleven Mike Tare damaged, 13 destroyed. Direct hits on Corfu Radar Barracks Kododesh killing fifty personnel, main line Spli Sibenik severed, dynamite dump, petrol dump, killing 100 personnel at Razanac. Two large and 5 small schooners damaged. Beaus destroyed 1 JU-88. Walrus rescued uninjured pilot P-39 of 322 Sqdn on Ischia. Total sorties 358. (Naples raid read climbing to bomb from 4,000 to 10,000 feet) this last correction Asig 99.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2

RECEIPT FOR FLASH REPORT 16 May, 1944

____
NAME RANK

TO A-2 Section 63rd Fighter Wing

____
ORGANIZATION

S E C R E T

S E C R E T

HEADQUARTERS
SIXTY THIRD FIGHTER WING

D-AKA/6

SHEET NO 24 — OUTLINE HISTORY

APO 650
22 May, 1944

SUBJECT: Flash Report for 22 May, 1944.

TO : All Tactical Units, All Sectors, 63rd Fighter Wing, APO 650

1. WEEKS SORTIES from 14th to 20th May.

	RECCES	STRIKES	SHIPS	SCRAMBLES	PATROLS	ESCORTS	ASR	A/S	TOTALS
350 Grp.	10		10	39	139		34		232
414 NFS.				05	06				11
417 NFS.				08	26				34
326 Sq.	04	22	12	13	46	10			110
327 Sq.	28	04			141				173
328 Sq.	16	38	10		06	28	28		126
14 Sq.	05								05
39 Sq.	07	12	06						25
272 Sq.	08	14	06						28
108 Sq.				01					01
6 Sq.		22							22
284 Sq.							13		13
4-S Sq.					05			08	13
1 ER Sq.							05		05
TOTALS	78	112	44	69	369	38	80	08	798

2. AIR VICTORIES: 14th May, 417 Sqdn. damaged 1 JU-88 off Corse. 14th May, 417 Sqdn. damaged 1 unidentified enemy aircraft off Corse.

3. DAYS SORTIES 74 thus far.

a. 10 P-39's
b. 51 Spits.
c. 5 Beaus.
d. 4 Hurricanes.
e. 4 P-47's.

4. SIGHTINGS: 0640 Leghorn Harbor, 2 large ships. 0645 Porto Ferraio, 15/20 launches.

5. ACTION: 6 P-39's on dawn patrol Porto Vecchio, and 4 P-47's on altitude patrols. No incidents. 4 R.P. Hurricanes obtained two direct hits and one near miss on radar at 4355 N - 1015 E and one hit on large building nearby causing much smoke and damage. Escorting Spits machine gunned and got cannon strikes on building and Wurzburg to the North. 4 Spit V's with bombs attacked shipping in Porto Ferraio getting one probable hit on a launch and two direct hits on docks. 2 Beaus on patrol Ghisonaccia to [illegible] to Capraia to Cap Corse. Flares and code sighted on North coast of Elba. 3 Beaus on ASR search off Capraia. 4 P-47's flew high altitude patrols Calvi - Ajaccio. 4 Spits attacked small boats or barges at Porto Ferraio. One apparently sunk.

S E C R E T

GENERAL ORDERS)
:
NO 33)

WAR DEPARTMENT
WASHINGTON 25, D. C.,
24 April 1944.

II - - LEGION OF MERIT - - By direction of the President, under the provisions of the act of Congress approved 20 July 1942 (Sec III, Bull. 40, WD, 1942) and Executive Order No. 9260, 29 October 1942 (sec. I, Bull. 54, WD, 1942) the Legion of Merit was awarded by the War Department to the following named officers, Warrant Officer, and enlisted men:

Brigadier General Laurence C. Craigie, O-15170, United States Army. For exceptionally meritorious conduct in the performance of outstanding services from June 1939 to March 1943. General Craigie, as Chief of Aircraft Projects Section, Engineering Division, Army Air Forces, by his initiative, ingenuity, and high professional attainments, supervised and directed the entire experimental aircraft development program for the Army Air Forces. By the prompt and efficient execution of the Research and Development Program, requiring the analysis of reports and characteristics and performance, the initiation of requests for design studies and evaluation of new and novel aircraft, the modification of existing aircraft to improve performance and other characteristics, the close liaison with industry and Government agencies to insure the most advantageous aircraft development and experimental program, there has resulted the new and improved heavy bombardment, day and night fighters, gliders and rotary wing aircraft. To General Craigie is due in large measure the qualitative superiority of our aircraft over that of the enemy.

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SHEET NO. 49 WAR DIARY, HEADQUARTERS, 63RD FIGHTER WING

MONTH MAY PREPARED BY 1ST LT. W. J. COUGHLAN.

The units under the Wing received their most significant changes to date - the Sectors all had new titles, and Borgo, Alghero, and Cagliari had new Commanding Officers. The subordinate units had new titles and change of personnel. The Outline History for the month has a list of all the changes (ref. sheet number 19).

	Organization	Commanding Officers	Rank
1.	6500 Fighter Control Area (P) Borgo	Merrick (NMI) Bayer	Lt. Col.
2.	6503 Fighter Control Area (P) Ajaccio	David L. Lewis	Lt. Col.
3.	6501 Fighter Control Area (P) Alghero	Earl T. Smith	Major
4.	6504 Fighter Control Area (P) Cagliari	Frank (NMI) Norwood	Lt. Col.
5.	325 Fighter Control Squadron	Kermit R. Dyke	Major
6.	2638 Fighter Hq. Platoon (P)	Stuart C. Van Slyke	Major
7.	414 Night Fighter Squadron	Carroll H. Bolender	Major
8.	417 Night Fighter Squadron	Joseph T. Ehlinger	Major
9.	1st AAF Emergency Rescue Sq.	Littleton J. Pardue	Lt. Col.
10.	350th Fighter Group	Ariel W. Nielsen	Lt. Col.
11.	308 Signal Co. (Wg)	John W. Tyler	Capt.
12.	Hq. and Plotting Co. 560th Signal AW Battalion.	John E. (io) Drum,Jr.	Major
13.	1st Signal Service Platoon (P)	Henry (NMI) Lang	Capt.

During the month of May the units under the Wing accounted for 6 - 1 - 11 (6 enemy aircraft destroyed, 1 probable, 11 damaged). This brings the total

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to date for the Wing as 146 - 19 - 37. Following is a list of the victories for May:

DATE	SQDN	E/A	AREA	CLAIM
1st	417	1 JU 88	ELBA	0-0-1
1st	23	3 U/I	CANINO A/D	1-0-2
1st	39	1 JU 88	4200N-0355E	1-0-0
4th	326	1 FW 190	AJACCIO	1-0-0
10th	417	1 JU 88	ELBA	0-0-1
10th	272	1 JU 88	CAPE CREUS	0-0-1
11th	14	3 ME 109	4315N-0314E	0-0-3
11th	108	1 HE 111	MONTPELLIER	1-0-0
13th	417	2 HE 177	BORGO	0-1-1
14th	417	1 JU 88	E. COAST CORSICA	0-0-1
14th	14	1 JU 88	4132N-0326E	0-0-1
30th	272	1 JU 88	CAPE BAGUR	1-0-0
31st	108	1 JU 88	ISTRES	1-0-0
TOTAL				6-1-11

A complete list of the victories by squadrons is given on Sheet No. 51.

SHEET NO. 51 WAR DIARY, HEADQUARTERS, 63 FIGHTER WING

MONTH MAY PREPARED BY 1ST LT. W. J. COUGHLAN.

SQ	TYPE A/C	AS OF JAN 1	JAN	FEB	MARCH	APRIL	MAY	AS OF MAY WING
345	P-39	4- 1-0	1-0-0	1-0-0	0-0-1	0-0-1		6- 1- 2
346	P-39	9- 1-2		0-0-1		3-0-2		12- 1- 5
347	P-39	6- 1-0				2-0-1		8- 1- 1
326	Spit	10- 4-2					1-0- 0	11- 4- 2
327	Spit	12- 2-1						12- 2- 1
328	Spit							
414	Beau	4- 0-0	2-1-1					6- 1- 1
417	Beau	0- 1-0					0-1- 4	0- 2- 4
14	B-26						0-0- 4	0- 0- 4
39	R.P.Beau						1-0- 0	1- 0- 0
272	Anti-Fk B.						0-0- 1	0- 0- 1
108	Beau-Mosq.						2-0- 0	2- 0- 0
6th								
23*	Mosq.		4-0-0		3-0-1		1-0- 2	8- 0- 3
253*	Spits				0-1-0	1-0-0		1- 1- 0
2*	Spits		9-0-3	10-0-0	1-0-0			20- 0- 3
4*	Spits	2- 0-0	6-0-2	4-1-0				12- 1- 2
5*	Spits	1- 0-0	0-1-0	11-1-5	0-0-2	2-0-0		14- 2- 7
153*	Beau	28- 2-0						28- 2- 0
1/5*	P-39	1- 0-0						1- 0- 0
3/6*	P-39	2- 1-0						2- 1- 0
428*	B-25's		1-0-1					1- 0- 1
		79-13-5	23-2-7	26-2-6	4-1-4	8-0-4	6-1-11	146-19-37

* No longer with Wing.

The Headquarters and Headquarters Squadron, 63rd Fighter Wing (P) was reorganized on 1 June 1944. The grades and ratings authorized for the officers and enlisted men of the Air Corps, Chaplain Corps, Coast Artillery Corps, Dental Corps, Medical Corps, Signal Corps are given in the Outline History Sheet Number 20.

The airfields of Poretta (4323N-0929E) and Alesan (4216N-0933E) on Corsica were bombed and straffed by enemy aircraft on the night of 12/13 May.

The Red Alarm was sounded at Bastia at 2151 and the AA opened fire at 2156. The bombers were apparently very high. The first of three waves of bombers dropped a couple of sticks of bombs about 100 yards off shore from the Bastia harbor signal station at 2159. The bombers continued on to Poretta airfield inflicting considerable damage to the aircraft of the 251 Wing and the 322 Wing. 10 planes were burned out and 70 others were damaged. Bombers came in about 300 feet high clearly visible by the light of many flares. They dropped Butterfly bombs, 20 pound anti-personnel bombs, and some delayed action bombs. Included among the aircraft destroyed was a Liberator. Beaus of 417 Squadron were scrambled, but due to the many Allied aircraft in the vicinity of Elba on a bombing mission and the use of window by the enemy aircraft were unable to hold any contacts on the enemy planes. It was estimated twenty (20) plus enemy aircraft were active.

Later a hostile plot appeared as nine (9) plus heading south at 0348. At 0349 the Red Alert was ordered. A cluster of flares was dropped over

Borgo and Poretta opened fire as the hostiles headed toward Alesan. At Alesan a gas and ammunition dump was hit and 2 B-25's destroyed, several damaged. At 0420 the all clear was sounded.

The 417 Squadron Beaus made contacts on 2 HE 177 with 1 HE 177 probably destroyed, and 1 HE 177 claimed damaged.



WG-63-HI
June 1944

63rd Fighter Wing

June 1944

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DESIGNATION SHEET

WG-63-HI (Jun 44)

AIR FORCE 12th Air Force

COMMAND XII Ftr. Command

WING 63rd Fighter Wing

GROUP

SQUADRON

AIR SEA RESCUE SQUADRON

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SHEET NO. 26 OUTLINE HISTORY, HEADQUARTERS, 63 FIGHTER WING

MONTH JUNE PREPARED BY CAPT. MARTIN STUM.

1. Outline History of the 63rd Fighter Wing for the period 1 June 1944 to 30 June 1944.

a. Original Unit.

(1) Original designation - 2nd Air Defense Region.

(2) Place of activation - Santini, Mitchell Field, L.I.

(3) Date of activation - 12 December 1942.

(4) Authority for activation - Letter A.G. Subject: "Constitution and Activation of Certain Air Defense Wing."

b. Changes in Organization.

(1) Changes in designation - Nil.

(2) Echelons or Units.

a) 6504 Fighter Control Area (P) was transferred to the 62nd Fighter Wing on 13 June 1944 under the provisions of General Order #40.

(3) Changes in Commanding Officers - Nil. Brigadier General Laurence C. Craigie, O-15170, U.S.A. announced as Allied Air Commander, Corsica vice Brigadier General Davis D. Graves, O-17460, U.S.A. 5 March 1944.

(4) Changes of Staff Officers.

a) Major Stuart C. Van Slyke, O-392195, Commanding Officer, Headquarters and Headquarters Squadron, 63rd Fighter Wing, vice Captain William P. Bowen, O-912271, 26 June 1944.

b) Major Robert J. Given, O-222263, Commanding Officer, 2638 Fighter Headquarters Platoon (P) vice Major Stuart C. Van Slyke, O-392195, 26 June 1944.

c) Captain George C. Fortune, O-317544, Adjutant, Headquarters and Headquarters Squadron, 63rd Fighter Wing, vice Captain Ray E. Douglass, O-562868, 26 June 1944.

d) 1st Lt. John X. Thomas, O-570514, Assistant Adjutant, Headquarters and Headquarters Squadron, 63rd Fighter Wing, 26 June 1944.

e) CWO Ollie L. Futral, W-2122749, (on DS from 6523 Radar Reporting Platoon) Supply Officer, Headquarters and Headquarters Squadron, 63rd Fighter Wing, vice 1st Lt. William F. Parsons, O-560697, 26 June 1944.

c. Strength, commissioned and enlisted.

(1) Month of June 1944 - Headquarters and Headquarters Squadron, 63rd Fighter Wing.

a) At beginning 39 Officers - 169 Enlisted Men

b) Net increase 3 Officers - 4 Enlisted Men

c) Net decrease 9 Officers - 0 Enlisted Men

d) At end 33 Officers - 173 Enlisted Men.

d. Station.

(1) Name of Station.

a) Administration - Pensionnat de St. Joseph, Bastia, Corsica.

b) Quarters - Officers, requisitioned buildings, Bastia, Corsica. Enlisted Men, Lycee de Bastia, Bastia, Corsica.

e. Movements of Unit.

(1) Nil.

f. Campaign.

(1) Italian.

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S E C R E T

SHEET NO. 28 — OUTLINE HISTORY, HEADQUARTERS, 63 FIGHTER WING

MONTH JUNE — PREPARED BY CAPT. MARTIN STUK.

g. Operations.

(1) Reference Sheets 29 and 30.

h. Command Officers in important missions.

(1) Nil.

i. Losses in Action.

(1) Nil.

j. Awards.

(1) Nil.

k. Photographs.

(1) Nil.

l. Promotions.

(1) Ernest J. Collins, 0-302776, AC, Captain to Major, 7 June 1944.

(2) Willard R. Cullen, 0-562799, AC, 1st Lt. to Captain, 7 June 1944.

(3) Martin (NMI) Stuk, 0-564426, AC, 1st Lt. to Captain, 7 June 1944.

S E C R E T

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HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-AKM/tjs

APO 650
19 June, 1944

SUBJECT: Flash Report, 19 June, 1944.

TO : All Tactical Units, All Sectors, 63rd Fighter Wing.

1. WEEKLY SORTILS 11 - 17 June.

	Recces	Swee	Scrambles	Patrols	ASR	A/S	Intruder	TOTALS
350 Grp.	26		17	340	33			416
326 Sq.		43	14	28	06	02		93
327 Sq.			06	50	02			58
328 Sq.	02	31	08	12	20			71
284 Sq.					20			20
414 Sq.			0[illegible]	01	03		10	15
106 Sq.					03		12	15
14 Sq.	03				02			05
4-S Sq.				05				05
1 ER Sq.					10			10
417 Sq.			01	27				28
456 Sq.	04			11		05		20
	35	74	50	474	9[illegible]	07	22	759

2. DAILY SORTILS: Total thus far reported; 62.

22 Spitfires - 24 P-39's - 12 P-47's.2 Warwicks, 2 Wellingtons.

3. SIGHTINGS:

a. Nil.

4. ACTION: 2 P-47's altitude patrol sighted ME-410 West Elba. E/A chased and attacked hits scored on starboard engine, wing surfaces and tail-plane. Chase abandoned Northeast Arezzo when ammunition of pursuing plane gave out. E/A claimed as damaged. 4 P-39's dawn patrol Borgo - Porto Vecchio.

5. MACAF REPORTS: 16 offensive sweeps Yannina, Valorina, Elbasan Bihac areas. 700 ton Schooner claimed sunk, 2 locos destroyed much rolling stock damaged. 6 M/T destroyed, 5 damaged and buildings destroyed. Sucuri Wellingtons claim direct hits on barge 4755 North, 13.0 East. Total sorties 131 all types of which 15 were from Vis.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

RECEIPT FOR FLASH REPORT 19 June.

TO A-2, 63rd Fighter Wing.

____
NAME RANK

____
ORGANIZATION

MONTH JUNE

HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI/PDB/lem

SORTIES: 25 June-1 July.

SQDN:	RECCE	STRIKES	SWEEPS	SCRAMBLES	PATROLS	ASR	A/S	INTRUDERS	TOTAL
350 F GP	04			08	116	16			144
326 SQ	02	04	45	04	13				75
327 SQ	05		06	12	54				77
328 SQ	02	04	56	08	[illegible]	07			87
14 SQ	09								09
48 SQ					03		03		06
458 SQ	07				02		04		13
284 SQ	01					03			04
1 ER SQ						03			03
417 NFA				01	18				19
414 NF SQ								02	02
108 SQ								10	10
272 SQ			02						02
TOTALS	30	08	109	33	221	29	07	12	449

AIR VICTORIES: On June 24/25 Beau 108 Dq destroyed one HE 111, 10 mile SE VALENCE

SUBJECT: Flash Report 3 July 1944.

TO: All Tactical Units, All Sectors, 63rd Fighter Wing;

SORTIES: 70 total thus far reported.

30 French Spitfires	7 Beaufighters	2 Marauders	5 Warwicks
14 P-39's	2 Wellingtons	4 Mosquitos	8 P-47's

SIGHTINGS: SPEZIA: 1 Cruiser, NW/SE off shipyard in bay also smaller craft nearby. 2 medium craft near W/T school and several small boats in Naval Harbor.

ACTION: 2 P-39's Dawn patrol BORGO-PORTO VECCHIO Section destroyed loose barrage balloon. No other incident.

8 French Spitfires 4 with bombs scored two direct hits and two near misses on troop barracks at LAVAGNA.

4 P-39's escorted Walrus on mine spotting mission.

2 Wellingtons 458 Sqdn recced SAVONA-LEGHORN were diverted to 4348N-0935E .for 3 small ships. No sighting made.

4 Mosquitos 256 Sqdn and 1 Beaufighter 108 Sqdn operated LYONS, PLAN DE DIEU Area. No activity. One Mosquito failed to return.

2 Marauders 14 Sqdn. recce'd TOULON-BARCELONA sighted Swedish BRA-FINN [illegible]13N-0 204E, 060/4 and at 4303N-0630E two buoys. One Marauder was attacked by two Arados. No claims, no damage.

3 Beaufighters 108 Sqdn scrambled for hostile only one contact made which Lost, no visuals.

4 Warwicks A.S.R. search N/E Sardinia . No sighting

2 P-39 A.S.R. search for B-25 reported 5 miles off ALESAN No sighting.

S E C R E T

SHEET NO. 54 WAR DIARY, HEADQUARTERS, 63 FIGHTER WING.

MONTH JUNE PREPARED BY CAPT. MARTIN STUK.

Victories for the month of June total two enemy aircraft destroyed and two damaged as follows:

	Date	Unit	Pilot	E/A	Place	Claim
*	5 June	327 Sq.	2nd Lt. Deniau	FW 190	North of Calvi	0-0-1
*	14 June	326 Sq.	Capt. de la Source	FW 190	NW of Ajaccio	1-0-0
*	19 June	347 Sq.	Lts. Sharock & King	ME 410	West of Elba	0-0-1
	24/25 June	108 Sq.	Capt. Baldry	HE 177	Valence	1-0-0

* These victories are over enemy reconnaissance aircraft.

Total victories for the Wing as of 30 June 1944 are 148 enemy aircraft destroyed, 19 probably destroyed, and 39 damaged.

Changes in the Wing organization include the transfer to 62nd Fighter Wing of the Cagliari Fighter Sector (6604 F.C.S.) and the 345 and 346 Fighter Squadrons of the 350th Fighter Group. These fighter squadrons are operationally under the Sixty Second Fighter Wing and are operating from bases in Italy. Under 328 Wing (Fr) which is under our operational control, the 256 Mosquito Squadron has been added and is doing intruder work in Southern France.

French forces which captured Elba were afforded convoy protection by the 347 Fighter Squadron and 327 Squadron flying Airacobras and Spitfires respectively. Aircraft maintained continuous cover despite unfavorable weather conditions and no ships in any of the convoys were attacked by enemy aircraft.

These officers were promoted by authority of General Orders 156, 7 June 1944, NATOUSA. They are: Assistant Operations Officer, H. J. Collins from Captain to Major; Assistant Operations Officer, W. R. Cullon from 1st Lt. to

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SHEET NO. 55 WAR DIARY, HEADQUARTERS, 63 FIGHTER WING.

MONTH JUNE PREPARED BY CAPT. MARTIN STUK.

Captain: Assistant Intelligence Officer, Martin Stuk from 1st Lt. to Captain.

The Hq. and Hq. Sq., 63rd Fighter Wing has a new commanding officer and adjutant. Major Stuart Van Slyke relieved Captain William [illegible]. Brown as Commanding Officer and Captain Leroy [illegible] relieved Captain Ray Douglass as Adjutant. This was effected 26 June 1944. Also new in the squadron are 1st Lt. John Thomas, assistant adjutant and CWO Willie L. [illegible], squadron supply officer.



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SHEET NO. 56 WAR DIARY, HEADQUARTERS, 63 FIGHTER WING.

MONTH JULY PREPARED BY 1ST LT. WILLIAM J. COUGHLAN.

The 63rd Fighter Wing had its lowest number of claims of enemy aircraft since its first victories in May 1943. The victories for the month of July were 1 - 0 - 3; 1 enemy aircraft destroyed, 0 probably destroyed, and 3 damaged.

JULY VICTORIES

Date	Unit	Pilot	E/A	Area	Claim
7 July	417 Sq.	Lt. Hill	1 JU 88	S W. Ajaccio	0 - 0 - 1
12 July	272 Sq.	--------	1 AR 196	S. Toulon	0 - 0 - 1
19 July	417 Sq.	Lt. Inglis	1 JU 88	N Cape Corse	0 - 0 - 1
20 July	417 Sq.	Lt. Inglis	1 JU 88	Monte Cristo	1 - 0 - 0
Totals					1 - 0 - 3
Thru 30 June 1944					148 - 19 - 39
GRAND TOTAL					149 - 19 - 42.

The only encounters with enemy aircraft were with the increasing number of recce aircraft sent over by Jerry. The Germans are growing more and more afraid of a thrust from Corsica to Southern France, and have stressed the fact in their news broadcasts in English that an attack is "imminent". The usual day recces are Me 410s flying at high altitudes. On the other hand at night the majority of the recces are JU 88s or JU 188s flying on the deck.

SQUADRON VICTORIES

Squad.	Type A/C	AS OF 30 May	June	July	AS OF 30 July
347	P-47	8- 1- 1	0-0-1		8- 1- 2
272	Beau	1- 0- 1		1-0-3	1- 0- 2
326	Spit	11- 4- 2	1-0-0		12- 4- 2
327	Spit	12- 2- 1	0-0-1		12- 2- 2
414	Beau	6- 1- 1			6- 1- 1
417	Beau	0- 2- 4		1-0-2	1- 2- 6
415	Beau				
14	B-26	0- 0- 4			0- 0- 4
256	Mosquito				
458	Wellington				
17	Ventura				
Others*		108- 9-23	1-0-0		109- 9-23
TOTAL		146-19-37	2-0-2	1-0-3	149-19-42

* No longer with Wing

S E C R E T

SHEET NO. 57 WAR DIARY, HEADQUARTERS, 63 FIGHTER WING

MONTH JULY PREPARED BY 1ST LT. WILLIAM J. COUGHLAN.

The following RAF and USAAF personnel have been on duty in the Combined Operations Room, Headquarters, 63rd Fighter Wing:

1. RAF Signals
   - W/O J. Knowles
   - W/O Thorpe
   - F/Sgt. C. F. Fochtmann
2. Royal Aircraft Safety Officer
   - S/Ldr. R.S.B. Beckett
   - Capt. J. C. Pogue Jr.
   - 1st Lt. L. W. Davis Jr.
   - 1st Lt. E. T. Johnson
   - F/O A. W. Webb
3. 87th Fighter Wing Liaison Officer
   - Capt. F. E. White
   - 1st Lt. R. B. Haskell
   - 1st Lt. J. T. Mahoney
   - 2nd Lt. R. L. Newell
4. Duty Intelligence Officer
   - Capt. C. P. Beazley
   - 1st Lt. W. J. Coughlan
5. Controller
   - W/Cdr. E. C. Fieldsend
   - W/Cdr. H. Lawright
   - W/Cdr. E. Tennant
   - S/Ldr. R. W. Drewett
   - F/Lt. R. J. Helder
6. Deputy Controller
   - F/O Bate
   - 1st Lt. R. O. Jackson
   - F/O V. Pinchbeck
   - F/O A. V. Richards
   - 2nd Lt. F. E. McGhee
7. Royal Navy
   - Lt. C. R. Hall
   - Lt. P. C. Hattey
   - Lt. C. Maitland
   - S/Lt. A. Pilling
   - S/Lt. B. Thomas

During the month we lost the 39 R. P. Beaufighter Squadron, and 108 Beaufighter and Mosquito Squadron. On the other hand we gained the 17 SAAF (South-African Air Force) Venturas. The Venturas were used on anti-shipping recces off the coast of Southern France and Northern Italy from Marseilles

S E C R E T

to Nice and Imperia to Spezia. They were also used on A/S hunts off Corsica and Sardinia.

Captain Eugene Phillips replaced Major Stuart Van Slyke as Commanding Officer of the Headquarters Squadron. 1st Lt. John X. Thomas who was previously Assistant Adjutant replaced Captain George Fortune as Adjutant.

SHEET NO. 31 — OUTLINE HISTORY, HEADQUARTERS, 63 FIGHTER WING

MONTH JULY — PREPARED BY 1st LT. WILLIAM J. COUGHLAN

1. Outline History of the 63rd Fighter Wing for the period 1 July 1944 to 31 July 1944.

a. Original Unit.

(1) Original designation - 2nd Air Defense Region.

(2) Place of activation - Santini, Mitchel Field, L.I., N.Y.

(3) Date of Activation - 12 December 1942.

(4) Authority for activation - Letter A.G.Subject: "Constitution and Activation of Certain Air Defense Wing."

b. Changes in Organization.

(1) Changes in designation - Nil.

(2) Echelons or Units.

a) Gains: 367 Infantry Battalion (Sep) XII Fighter Command to Headquarters, 63rd Fighter Wing - General Order #47, XII Fighter Command, 24 July 1944.

b) Losses: Nil.

(3) Changes in Commanding Officers - Nil. Brigadier General Laurence C. Craigie, O-15170, U.S.A. announced as Allied Air Commander, Corsica, vice Brigadier General Davis D. Graves, O-17466, U.S.A. 6 March 1944.

(4) Changes of Staff Officers.

a) Captain Eugene W. Phillips, O-391373, Air Corps, Commanding Officer, Headquarters and Headquarters Squadron, 63rd Fighter Wing, vice Major Stuart O. Van Slyke, O-392195, Air Corps.

b) 1st Lt. John X. Thomas, O-570514, AC, Assistant Adjutant, Headquarters and Headquarters Squadron, 63rd Fighter Wing, to Adjutant vice Capt. George C. Fortune, O-917544, AC.

c. Strength, commissioned and enlisted.

(1) Month of July 1944 - Headquarters and Headquarters Squadron, 63rd Fighter Wing.

a) At beginning 33 Officers - 173 Enlisted Men

b) Net increase 8 Officers - 44 Enlisted Men

c) Net decrease 3 Officers - 13 Enlisted Men

d) At end 38 Officers - 204 Enlisted Men.

(2) Month of July 1944 - 2638 Fighter Headquarters Platoon (P).

a) At beginning 22 Officers - 55 Enlisted Men

b) Net increase 0 Officers - 0 Enlisted Men

c) Net decrease 1 Officer - 0 Enlisted Men

d) At end 21 Officers - 55 Enlisted Men.

(3) Gains - Headquarters and Headquarters Squadron, 63rd Fighter Wing.

a) Capt. Ralph Hopkins, O-559142, Engineering Officer.

b) Capt. Sidney L. Names, O-1689754, Assistant Dentist.

c) Capt. Willard R. Cullen, O-562789, Assistant Operations Officer from 2638 Fighter Headquarters Platoon (P).

d) Capt. Maurice R. Gutman, O-900904, Communications Officer.

e) 1st Lt. Kenneth L. Hall, O-1635899, on DS to 6500 Fighter Control Area (P).

f) 1st Lt. William E. May, 0-477492, Assistant Cryptographic Officer.

g) 1st Lt. Val Scoville, 0-573311, Assistant Cryptographic Officer.

h) 1st Lt. Reginald F. McCoy, 0-575441, on DS to U.S. 3001.

(4) Losses- Headquarters and Headquarters Squadron, 63rd Fighter Wg.

a) Capt. William F. Bowen, 0-912271, to AAFSC MTO.

b) 2nd Lt. Robert W. Creewohl, 0-727984, to 6500 Fighter Control Area (P).

c) 2nd Lt. Albert F. Stoffel, 0-861917, to 325 Fighter Control Squadron.

d. Station.

(1) Name of Station.

a) Administration - Pensionnat de St. Joseph, Bastia, Corsica.

b) Quarters - Officers, requisitioned buildings, Bastia, Corsica. Enlisted Men, Lycee de Bastia, Bastia, Corsica.

e. Movements of Unit.

(1) Nil.

f. Campaign.

(1) Italian.

g. Operations.

(1) Reference War Diary - July 1944.

h. Command Officers in important missions.

(1) Nil.

i. Losses in Action.

(1) Nil.

j. Awards.

(1) Nil.

k. Photographs.

(1) Sheets No. 35, 36, and 37.

l. Promotions.

(1) Major John E. Drum, Jr., O-445470, Signal Corps, to Lt. Col. on 4 July 1944.

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Ferme Caroline near Algiers North Africa - Home of 2nd Air Defense Wing, 1 May 1943 to 8 August 1943.

Communications Section Photo.

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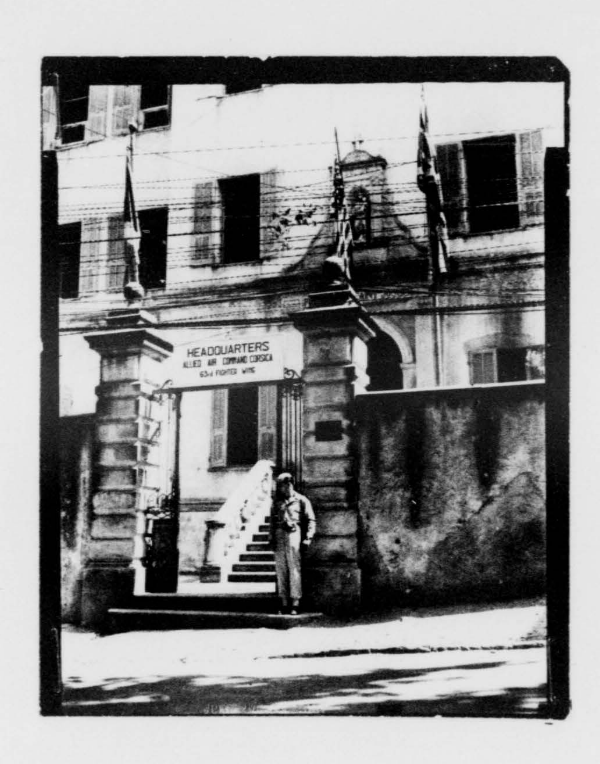


Headquarters Building at Reghaia, North Africa (just outside of Algiers), Home of 2nd Air Defense Wing 8 August 1943 to 24 November 1943.

S/Sgt. Simon Gold reading Bulletin Board,

Sgt. Major, A-3 Section.

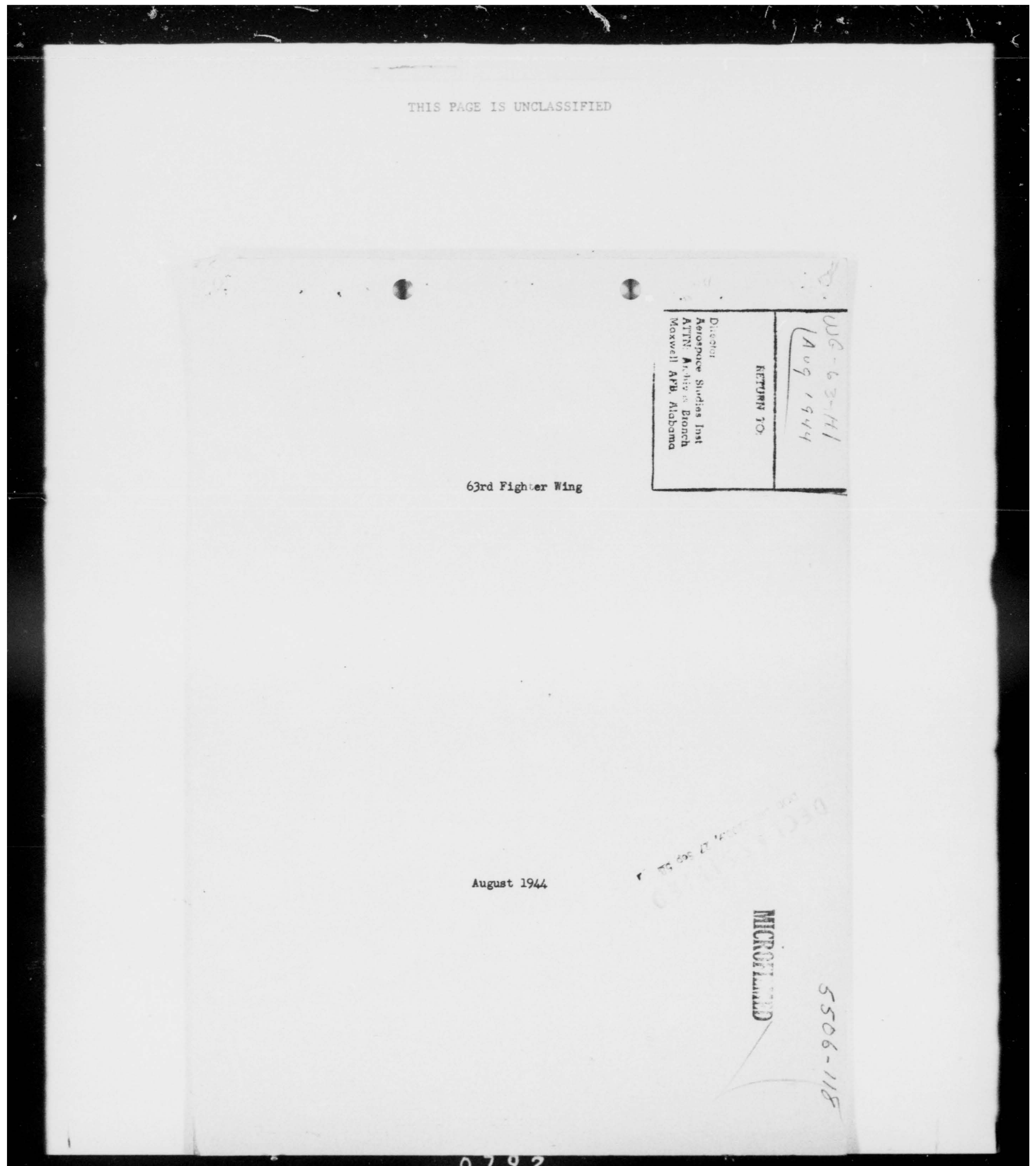
Communications Section Photo.



Headquarters building of 63rd Fighter Wing, Bastia, Corsica staffing USAAF, RAF, Royal Navy, and French Air Force personnel November 1943 to the present.

Guard: Pvt. 1cl George Pavao.

Communications Section Photo.



63rd Fighter Wing

August 1944

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DESIGNATION SHEET

AIR FORCE 12th Air Force

COMMAND XII Ftr. Comd.

WING 63rd Ftr. Wg.

GROUP

SQUADRON

AIR SEA RESCUE SQUADRON

0793

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SHEET NO. 59 WAR DIARY, HEADQUARTERS, 63 FIGHTER WING

MONTH AUGUST PREPARED BY 1ST LT. WILLIAM J. COUGHLAN

AUGUST VICTORIES

Date	Unit	Pilot	E/A	Area	Claim
1 Aug.	417 Sq.	Lt. Moldrem	1 JU 88	Les Chanoines A/D	0-0-1
3 Aug.	417 Sq.	Lt. Williamson	1 JU 188	NW Calvi	1-0-0
3 Aug.	256 Sq.	F/Sgt. Roberts	1 JU 88	NW Alghero	1-0-0
6 Aug.	414 Sq.	Capt. Patterson	1 JU 88	West Ajaccio	1-0-0
22 Aug.	256 Sq.	F/O Brunt	1 JU 88	Ghedi A/D	0-0-1
Totals					3-0-2
Total thru July 1944					149-19-42
GRAND TOTAL					152-19-44
May 1943 - Nov. 1943 North Africa					53- 6- 1
Sept. 1943* - Aug. 1944 Corsica					99-13-43

* French Squadrons 326 Sq. and 327 Sq. in Corsica as an advance unit September, October, and November 1943.

The 63rd Fighter Wing played an important part in the invasion of Southern France. Fighter cover for the convoys northbound off Sardinia and Corsica was provided during the day by 345 Squadron, 347 Squadron, 327 Squadron and 328 Squadron; during the night by 256 Squadron, 153 Squadron and 414 Squadron. The invasion followed the pattern of the Normandy invasion. Anti-submarine protection on both sides of the convoy lanes was provided by Wellingtons of 458 Squadron and Venturas of 17th South African Air Force Squadron. During the invasion of Var Province night 14/15 August 414, 415, 416, and 417 Squadrons covered the assault area. Mosquitos of 256 Squadron and Beaus of 153 Squadron intruded Toulouse area but encountered no enemy aircraft. Wellingtons of 458 Squadron and Venturas of 17 Squadron patrolled Cape Noli to San Remo. No enemy naval opposition developed.

Tactical Air Force aircraft of the 87th Fighter Wing in Corsica gave close support to the landing forces which met only slight enemy ground opposition.

SHEET NO. 60 WAR DIARY, HEADQUARTERS, 63 FIGHTER WING

MONTH AUGUST PREPARED BY 1ST LT. WILLIAM J. COUGHLAN.

After the invasion there were practically no enemy aircraft operating in Corsican area. Previous to the invasion 2 to 3 Me 410 recces were active during the day and 2 to 3 JU 88/188 were active during the night. As a result the principal activity of the Wing was anti-shipping recces by the Wellingtons and Venturas against enemy vessels operating between Genoa and Spezia carrying supplies for the German units in North Italy. The 63rd Fighter Wing has practically completed its work.

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SHEET NO. 38 OUTLINE HISTORY, HEADQUARTERS, 63 FIGHTER WING

MONTH AUGUST PREPARED BY 1ST LT. WILLIAM J. COUGHLAN.

1. Outline History of the 63rd Fighter Wing for the period 1 August 1944 to 31 August 1944.

a. Original Unit.

(1) Original designation - 2nd Air Defense Region.

(2) Place of activation - Santini, Mitchel Field, L. I., N.Y.

(3) Date of Activation - 12 December 1942.

(4) Authority for activation - Letter A. G. Subject: "Constitution and Activation of Certain Air Defense Wing."

b. Changes in Organization.

(1) Changes in designation - nil.

(2) Echelons or Units.

a) Gains - nil.

b) Losses - Headquarters, 350th Fighter Group.

(3) Changes in Commanding Officers - nil. Brigadier General Laurence C. Craigie, O-15170, U.S.A. announced as Allied Air Commander, Corsica, vice Brigadier General Davis D. Graves, O-17466, U.S.A. 8 March 1944.

(4) Changes of Staff Officers - nil.

c. Strength, commissioned and enlisted.

(1) Month of August 1944 - Headquarters and Headquarters Squadron, 63rd Fighter Wing.

a) At beginning 38 Officers - 204 Enlisted Men

b) Net increase 0 Officers - 0 Enlisted Men

c) Net decrease 3 Officers - 2 Enlisted Men

d) At end 35 Officers - 202 Enlisted Men.

(2) Month of August 1944 - 2638 Fighter Headquarters Platoon (P).

a) At beginning 21 Officers - 55 Enlisted Men

b) Net increase 0 Officers - 0 Enlisted Men

c) Net decrease 4 Officers - 4 Enlisted Men

d) At end 17 Officers - 51 Enlisted Men.

d. Station.

(1) Name of Station.

a) Administration - Pensionnat de St. Joseph, Bastia, Corsica.

b) Quarters - Officers, requisitioned buildings, Bastia, Corsica. Enlisted Men, Lycee de Bastia, Bastia, Corsica.

e. Movements of Unit.

(1) Nil.

f. Campaign.

(1) Italian.

g. Operations.

(1) Reference Sheets 41, 42, 43, and 44.

h. Command Officers in important missions.

(1) Nil.

i. Losses in Action.

(1) Nil.

j. Awards.

(1) Legion of Merit Award to Brigadier General Davis D. Graves 0-17466 10 June 1944. Reference Sheet 45.

k. Photographs.

(1) Nil.

SHEET NO. 40 OUTLINE HISTORY, HEADQUARTERS, 63 FIGHTER WING

MONTH AUGUST PREPARED BY 1ST LT. WILLIAM J. COUGHLAN.

1. Promotions.

(1) Capt. Maurice R. Gutman, 0-900904, AC to Major 17 August 1944.

(2) 1st Lt. William F. Parsons, 0-569697, AC to Capt. 17 August 1944.

(3) 1st Lt. Dana M. Raymond, 0-428192, Sig. Corps to Captain 17 August 1944.

(4) 2nd Lt. Lloyd T. Cobb, 0-567691, AC to 1st Lt. 17 August 1944.

(5) 2nd Lt. Val S. Scoville, 0-573311, AC to 1st Lt. 17 August 1944.

(6) 2nd Lt. David D. Webster, 0-4822661, Sig. Corps to 1st Lt. 17 August 1944.

HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-AKM/hso

7 August 1944.

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 2000 hours 7 August)

NARRATIVE

Beaufighters, Venturas and Wellingtons of 328 Wing successfully attacked shipping off the Italian coast, bombed installations at Vado Ligure, Alassio and Imperia and scored hits on M/T in southern France. Beaufighters intruded over southern France. A total of 44 sorties were reported for the 24 hour period.

328 WING RAF:

14 Sq. - 2 Marauders, Levante Isle to Viareggio. No sightings.
1 Marauder, Nice to Genoa. Sightings: At 0640 2 barges stationary close inshore at 4406N 0816E. One barge, close inshore one mile northeast Savona. Smoke rising from Vado Ligure, Savona and Genoa.

256 Sq. - 1 Mosquito scrambled at 2215 for hostile which turned friendly.
1 Mosquito intruded Istres. No incidents.

153 Sq. - 3 Beaufighters intruded Valence. One strafed 2 M/T 4441N 0431E, strikes on both.
1 Beaufighter intruded Istres. No incidents.

17 SAAF - 4 Venturas bombed Vado Ligure with many hits in target area. Number of fires started.
1 Ventura bombed Imperia. Fires left burning.

458 Sq. - 2 Wellingtons bombed Vado Ligure. Many hits in target area and fires started.
2 Wellingtons bombed Alassio. Hits obtained on factories.
1 Wellington bombed 3 barges, 2 E/V course 270/15 at 0330 at 4422N 0902E scoring probable hits.

272 Sq. - 1 Beaufighter attacked Vado Ligure with RP. Strikes observed.
1 Beaufighter attacked Imperia with RP. Hits observed.
3 Beaufighters attacked M/V 2000 tons, 1 V/S 1500 tons and four barges between 0140 and 0200 hours entering Imperia. At least one or two direct hits.

U. S. NIGHT FIGHTERS:

414 Sq. - 3 Beaufighters intruded Valence. One chased by night fighter. One attacked 5 M/T at 4442N 0505E, one left burning.

415 Sq. - 2 Beaufighters intruded southern France. Activity and observations restricted by low cloud.
1 Beaufighter flew uneventful island patrol.
1 Beaufighter patrolled north and south between Corsica and Elba. At 2350 hours when 20 miles east of Borgo was vectored onto bandit which was chased until 0045 hours. Fleeting contact was obtained near Gorgona, but control was unable to help due to low altitude of bandit.
1 Beaufighter on patrol Borgo area, vectored onto two bogeys which later turned friendly.

417 Sq. - 1 Beaufighter intruded southern France. M/T strafed 10 miles south Toulouse. strikes recorded.
1 Beaufighter patrolled southern French coast without incident.

339 WING FAF:

326 Sq. - 6 Spits carried out patrols in the vicinity of Ajaccio.
Additional: 2 Spits patrolled convoy "Finnegan" without incident.
2 Spits escorted Beaufighter searching Spezia, Genoa and Monaco for Ventura lost on night 5/6 August.
2 Spits patrolled west of Ajaccio.

327 Sq. - Additional: 2 Spits patrolled convoy "Finnegan" without incident.
2 Spit on dusk patrol Capraia--Gogona were vectored at 1959 hours onto bogey reported 30 miles north Calvi, course WSW angels 3 minus. Plot faded.
2 Spitfires patrolled west of Ajaccio.

328 Sq. - 2 Spits excorted Beaufighter searching Spezia, Genoa, and Monaco for Ventura lost on the night 5/6 August.

350TH FIGHTER GROUP:

347 Sq. - 4 P-39's dusk patrol Alghero. Two a/c were vectored onto bogey which they intercepted and identified as a B-26.
2 P-29's dawn patrol of Alghero sector without incident.

AIR SEA RESCUE:

1st E. R. Sq. - Nothing to report.

284 Sq. - 1 Warwick escort off Hyeres Island. No incidents.

A/S SQUADRON: Nothing to report.

SIGHTINGS:

6/8 - 2320 - 44[illegible]N 06[illegible]E, 5 vessels 230/7. Wellingtons 458 Sq.
7/8 - 2359 - 4406N [illegible]E, 8 DD's, 3 barges 240/10. do
0226 - Diano Marina, 6 [illegible] 1 M/V, 225/10. Beaus 272 Sq.
0226 - Imperia, 5-7 ships. do
0[illegible]7 - Capo Finale, 6-7 ships course SW. 47th Bomb Gp.
0237 - Monaco, 3 ships. do
1000 - Monaco, 3 ships. do
1000 - Nice, 1 M/V 300', 3 M/V 150'. 57th Bomb Wing.
1000 - Toulon, 1 M/V 200'. 27th Fitr Gp.
1000 - Imperia, 1 M/V 300' do
1000 - San Remo, 1 barge 200'. do
1015 - Marseilles, 4 M/V 350'. do
0640 - 4406N 0816E, 2 barges stationary 14 Sq.
0640 - 1 mile NE Savona, 1 barge do

SORTIES: Week of 30 July to 5 August:

Unit	Recces	Strikes	Sweeps	Scrambles	P[illegible]rols	A.S.R.	A/S	Intruder	Total
350th				4	37				41
326th	2	2	2	4	14	4			28
327th			2	8	34	12			56
328th	6	2			10	18			36
272 Sq.		14	22					1	37
417th				1	22	1		16	40
256 Sq.			2	1				6	9
415th				2	4			11	17
153 Sq.			5	3	4			20	32
414th			6		4			17	27
284 Sq.						12			12
1 ERSq.						7			7
4/S Sq.					6				6
458 Sq.			51		1		5		57
14 Sq.	18					3			21
17 Sq.			26						26
Total	26	18	116	23	136	57	5	71	452

Air Victories: 30 July to 5 August.

Date	Sqdn.	Destroyed	Probable	Damaged	Place
1/2 Aug.	417 NFSq			1 JU 88	Over Chanoines
2/3 Aug.	256 Sq.	1 JU 88			4120N 0735E
2/3 Aug.	417 NFSq.	1 JU 188			West of Calvi
Total -		2	0	1	

Targets Hit 30 July to 5 August.

4 M/T destroyed
1 Wharf hit
1 V/M, 1 E/V damaged
1 factory hit.

5 Bomb Dumps Damaged
2 M/V damaged
1 barge damaged

Total sorties for month: 1,386.

AIR ORDER OF BATTLE:

Photo coverage of eight (8) airdromes in Southern France on 6 August showed the following combat aircraft present:

AVIGNAN/CHATEAU BLANC -- 2 S/E Fighters.
LYON/BRON -- 6 DO 217; 8 HE 111.
NIMES/GARONS -- 7 JU 88.
TOULOUSE/BLAGNAC -- 2 JU 88, 8 DO 217, 3 HE 177.
VALENCE/LA TRESORERIE -- 22 JU 88, 5 S/E Fighters.
AVIGNAN/PUJAUT -- 3 JU 88.
[illegible]/ANCONE -- 6 JU 88.
ORANGE/PLAN de Dieu -- 10 JU 88.

OBSERVATIONS: Flashing Beacon - G 2340.
One S/L NE Toulouse.

FLAK: Toulouse - Slight, Light, Inaccurate.

MACAF ASIG -- 6 August.

SE Italy: Operation Fence continues during which 1 Marauder sighted periscope 3957N 1938E. Dropped 4 depth charges, 2 patches appeared which merged into a brownish scummy oil patch 30 yards in diameter. 2 Hurricanes attacked 80 foot schooner at Rab which was damaged and left sinking at stern. Malta and Sicily: Nothing to report. NW Africa: At 0950B 1 hostile came to approximately 38 miles north of Algiers at 25,000 feet, no interceptions. Western Italy and northern Sicily: At 1022B hours a B-24 of 763 Sq, 460 Bomb Gp. crashed in sea in position 4117N 1212E, six men bailed out and were picked up and brought to shore by Italian fishing boats, four other members of crew went down the plane. Total number of sorties: 153.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

C O N F I D E N T I A L

HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-WWW/hso

APO 650
21 August 1944.

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 2200 hours 21 August)

N A R R A T I V E

Wellingtons and Venturas bombed Sestri Levante harbor and St. Louis de Rhone oil storage facilities. Mosquitos and Beaufighters covered the beachhead area. Bergamo A/D was covered by intruders. Three men rescued by PBY and HSL. 80 sorties for the period.

328 WING R.A.F:

14 Sq. - 2 Marauders reccod Sete to Spezia. (See sightings).

256 Sq. - 6 Mosquitos patrolled the beachhead area. One chased bandit to Nice but recalled before reaching Nice I.A.Z.
2 Mosquitos intruded Bergamo A/D.

153 Sq. - 4 Beaus on intruder mission to Bergamo.

36 Sq. - 5 Wellingtons on A/S sweep from Corsica to Toulon.

458 Sq. - 5 Wellingtons carried out A/S patrols north of Corsica.
3 Wellingtons on armed recce. One bombed Sestri Levante scoring near misses on east wharf and 2 barges. Two bombed Port St. Louis de Rhone. Saw fires before bombing and added to them.

17 SAAF Sq. - 3 Venturas on A/S patrol west of Corsica.
3 Venturas were out on armed recces. One bombed St. Louis de Rhone starting fires. Two bombed Sestri Levante where fires were started.

U. S. NIGHT FIGHTERS:

414 Sq. - 1 Beau intruded Bergamo A/D. Scored hits on 2 M/T.

415 Sq. - 5 Beaus on G.C.I. patrols in the bridgehead area. No hostiles encountered.

416 Sq. Det. - 2 Beaus provided cover for the beachhead without incident.

417 Sq. - 4 Beaus on beachhead patrols. One vectored onto bogey later identified as a Ventura.
2 Beaus intruded Bergamo A/D.

350th FIGHTER GROUP:

345 Sq. - 2 P-47's dusk patrol Alghero sector.

347 Sq. - 4 P-47's on dawn patrol off west coasts of Corsica and Sardinia.

C O N F I D E N T I A L

F. A. F.:

326 Sq. - 6 Spits on convoy protection.

327 Sq. - 8 Spits on convoy protection.

328 Sq. - 8 Spits on convoy protection.

A/S Sq. - 3 Walrus carried out A/S patrols.

AIR SEA RESCUE:

1st E.R.Sq. - 1 Catalina rescued a P-47 pilot south of Genoa.
1 Catalina searched area 4244N 0738E. No sightings.
H.S.L. 2580 rescued two men from a crashed Walrus 10 miles NW of Alghero.

SIGHTINGS:

202250B - 3 barges, 4417N 0918E, course 120/8 -- 458 Sq.
210720B - 3 armed L/C, 1000 tons entering Imperia harbor -- 14 Sq.

FLAK: Bergamo A/D -- Heavy and light, Moderate, Inaccurate.
Heavy, accurate just west of Sarnico.

MACAF ASIG No. 42: Nil.

SORTIES: Week of 13 - 19 August 1944.

Unit	Recces	Armed Recce	Scrambles	Defensive & convoy patrols	ASR	A/S	Intruder	Total
350th				337	4			341
326th			2	90				92
327th			6	84	4			94
328th				102	6			108
414th				43			6	49
415th				59	2		5	66
416th Det.				4				4
417th			1	39			11	51
272		36		16				52
153				13			2	15
256				29			18	47
458		26				26		52
17 SAAF		35			6	8		49
284					21			21
36				10		14		24
14	27					4		31
1st E.RSq					25			25
A/S						7		7
	27	97	9	826	68	59	42	1128

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-PDB/kls

APO 650
28 August 1944.

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 2200 hours 28 August)

N A R R A T I V E

Wellingtons and Venturas bombed shipping Sestri-Levante, many bursts seen in target area and one large explosion witnessed. Beaufighters intruding Bergamo area attacked M/T, two claimed destroyed and thirty one damaged. Beaufighters scored probable R.P. strikes on S/B 3 miles South Finale Ligure. PBY rescued 3 crewmembers of Wellington. Position 4120N 0732E.

328 WING R.A.F.:

256 Sq. - 6 Mosquitos operated over beachhead. Uneventful.

458 Sq. - 1 Wellington a/b on A/S patrol, later recalled.
3 Wellingtons anti-shipping recce, Gulf of Genoa. Two Wellingtons attacked a 5000 ton M/V and two V/S 1500 tons at Sestri-Levante. Many hits in target area and one large explosion seen.
1 Wellington received flak from postion 4418N 0912E and bombed area. No claims.

17 SAAF - 7 Venturas anti-shipping recce Gulf of Genoa. One a/c attacked six V/S position 4409N 082[illegible] course 230/6 at 2241 hours. Bombs overshot. Two a/c attacked shipping Sestri-Levante harbor. (See 458 Sq.) One a/c bombed 3 large vessels in Genoa harbor, results not seen due to intense flak.

36 Sq. - 1 Wellington transit patrol Reghaia to Alghero. Uneventful.
9 Wellingtons ASR search off Sardinia. At 1322 hours position 4124N 0710E wreckage believed to be of missing Wellington sighted. See A.S.R.

14 Sq. - 1 Marauder recce Monaco-Spezia. Large fire and much smoke seen on docks at Savona.
1 Marauder recce Genoa-Cap Martin. No sightings.

272 Sq. - 4 Beaufighters anti-shipping strike. R.P. attack made on 3 barges three miles South Finale Ligure. Probable hits claimed on one. One Beaufighter failed to return.
4 Beaufighters offensive patrols. No sightings.

350TH FIGHTER GROUP:

347 Sq. - 2 P-47's dawn patrol Alghero area. No incidents.
6 P-47's A.S.R. search sighted PBY making rescue.
2 P-47's dusk patrol. No incidents.

345 Sq. - 2 P-47's dawn patrol Alghero Sector. No incidents.

U.S. NIGHT FIGHTERS:

414 Sq. - 3 Beaufighters operated over beachhead. Uneventful.

415 Sq. - 5 Beaufighters patrolled assault area. Contacts on friendly a/c only.
1 Beaufighter intruded Bergamo. Two attacks were made on long line of stationary M/T on the road from Brescia to Rovato. Two M/T claimed destroyed and 30 damaged.

C O N F I D E N T I A L

C O N F I D E N T I A L

417 Sq. - 5 Beaufighters patrolled beachhead. One a/c vectored after bogey but plot faded after 5 minutes.
1 Beaufighter was scrambled, but was unable to contact control. Returned to base on orders from Sector.
1 Beaufighter intruded Bergamo. M/T and trailer attacked 5 miles East of A/D. Results not seen. Two M/T West of Crema were also attacked and numerous strikes observed.

F.A.F.: Nil.

AIR SEA RESCUE:

284 Sq. - 5 Warwicks ASR mission fro missing Wellington. Sighting made. (See 1 ER SQ.)
2 Warwicks ASR search for missing Beaufighter South Imperia. No sighting made.

1ER Sq. - 1 PBY rescued 3 crewmembers of Wellington from position 4120N 0732E.
1 PBY carried out ASR patrol. Uneventful.
1 PBY ASR mission. Sighting made but only body found.
1 PBY ASR search. No sighting.

INTELLIGENCE NOTES:

Following message received from Hq. MAAF:

" HEADQUARTERS AEAF STATE GCI CONTROLLED NIGHT FIGHTERS FOR PROTECTION OF PARIS ARE OPERATING PARIS AREA. INSTRUCTIONS ARE TO BE ISSUED THAT NO FRIENDLY AIRCRAFT ARE TO FLY AT NIGHT WITHIN 10 MILES RADIUS OF CENTER OF CITY UNLESS SPECIAL ARRANGEMENTS ARE MADE IN ADVANCE WITH 2nd TAF."

MACAF ASIG NO. 49 FOR 27 AUGUST :

Northwest Africa, Western Italy and Northern Sicily; nothing to report. Malta; 2 Venturas escorted GUS 50 owing to threat of U-boat which left Pola about 28 July and since not located. Southeast Italy; Wellingtons and Marauders continued the anti-E boat and shipping blockade of the North Adriatic. Sighted 4 E boats on northerly course north of Ravenna. 10 Wellingtons on this task sighted no shipping so attacked Ravenna. Ponto Garibaldi. Prevesa. Argostolioni. Number of sorties 95 of which 4 from Vis.

SORTIES 20-26 AUGUST:

	Reccos	Sweeps	Scrambles	Patrols	ASR	A/S	Intruders	Nickel	Total
350 F. G.				102	02				104
326 Sq.			02	37	08				47
327 Sq.				54	04				58
328 Sq.			04	52	08				64
414 Sq.			07	21			12		40
272 Sq.		13							13
415 Sq.				36			12		48
14 Sq.	29				01				30
416 Sq.				05					05
36 Sq.						50			50
417 Sq.			02	29			06		37
17 Sq.		24				32		09	65
284 Sq.					16				16
458 Sq.		17				26			43
1 ER Sq.					26				26
256 Sq.				18			30		48
4 S Sq.						12			12
153 Sq.				10			07		17
	29	54	15	364	65	120	67	09	723

AIR VICTORIES: 21/22 August, Mosquito, 256 Sq. damaged JU88 near Ghedi.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

C O N F I D E N T I A L

C O N F I D E N T I A L

HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-FDB/vs.

APO 650
4 Sept. 1944.

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 2200 hours 4 September)

N A R R A T I V E

Beaufighters strafed Bergamo A/D scoring hits on hangers and on a JU-88 which burst into flame.

328 WING, R.A.F.:

272 Sq. - 3 Beaufighters anti-shipping strike for 4 vessels off Sestri-Levante R.P. hits scored on one 1500 ton M/V. One a/c was hit by flak, failed to return.
2 Beaufighters scored R.P. strikes on schooner in Sestri-Levante harbor. One a/c was hit by flak and seen to crash into sea in flames.
2 Beaufighters A.S.R. search. No sightings.

153 Sq. - 3 Beaufighters intruded Bergamo, straffed A/D scoring strikes on hangers and on one JU-88 which burst into flames. Also attacked two trucks in road convoy near Cremona. Possible ammunition train halted, strikes on engine and two rail cars. Four vivid white explosions seen from train.

14 Sq. - 1 Marauder recced Cap Martin - Spezia.
1 Marauder recced Nice - Spezia - Imperia.

36 Sq. - 3 Wellingtons on armed recce Imperia - Spezia. One Wellington jettisoned six bombs, five were near 2 small vessels at 4403N - 0814E. Bombs in target area. (see sightings)

17 SAAF - 2 Venturas armed recce Cap Martin - Spezia. (see 36 Sq. signtings)
1 Ventura anti-shipping strike Gulf Genoa.

U. S. NIGHT FIGHTERS:

417 Sq. - 5 Beaufighters patrolled assault area. One returned early due to engine trouble.

414 Sq. - 2 Beaufighters intruded Bergamo. (see 153 Sq.)

347 FIGHTER SQUADRON:

2 P-47's carried out dawn & dusk patrols, Ajaccio without incident.

A. S. R.:

284 Sq. - 1 Warwick ASR search for reported overdue Hudson. Later recalled.
1 Warwick ASR search Cap Corse - Sestri-Levante for missing Beaufighter. No sightings.

SIGHTINGS:

36 Sq. - 0015 - 4421N 0905E - 4 M/Vs, 4 V/S or E/Vs 120/8.
a 0150 - 4417N 0919E - 1 V/S, 1 E-boat 120/8.
.. 0215 - 4417N 0915E - 7 barges, 2 E-boats 120/4.
d 0420 - 4407N 0818E - 1 V/S 1200 tons 045/8.
17 SAAF 2342 - 4420N 0907E - 3 V/M 2 of 4000 tons 1 E/V.
0018 - 4419N 0918E - 1 possible E-boat 320/20.

C O N F I D E N T I A L

MACAF ASIG:

Southeast Italy: Two Wellingtons two two one anti easy boat patrol Adriatic, made no sightings. Two E-boats were sighted sixty miles north of Ancona by naval gunboat. Four Wellingtons two two one armed recce Ionian islands. One bombed Patras, another Zante. One attacked two 500 ton M/Vs in Corfu channel after attack no sigh of ships. Claim two ships sunk the other Wellingtons bombed 2 E-boats with negative results and afterwards attacked 5 200 ton M/Vs. Infiante claims pr[illegible]le hits on 3. Marauder on daylight recce Ionian island sighted 100 ton schooner. Repeated hits seen. Crew abandoned ship. Total sorties 62 for the period, none from Vis. Western Italy, eight P-47's of 345 Sq. and eight of 346 Sq. continued operations in support of 5th Army. Bombed ammunition dumps 30 miles east of Parma.

27 August - 2 September, Sorties:

Unit	Recces	Strikes	Sweeps	Scrambles	Patrols	ASR	Intruder	A/S	Totals
350th					22	6			28
326th			4						4
327th					6				6
328th					8	2			10
414th					21				21
415th					21		8		29
417th				1	29		7		37
256th					14		6		20
153rd					4		6		10
14th	14					3		2	19
36th			4			13		17	34
17th			34					1	35
458th			21					5	26
272nd		21	18						39
4-S								3	3
1-ER.						7			7
284th						12			12
	14	21	81	1	125	43	27	28	340

A. K. MILLS,
Lt. Col., A.C.,
Wing A-2.

R E S T R I C T E D RHF/ar

HEADQUARTERS
NORTH AFRICAN THEATER OF OPERATIONS
UNITED STATES ARMY
APO 534

GENERAL ORDERS)
:
NUMBER 52)

10 June 1944

III -- AWARD OF LEGION OF MERIT (MISSING IN ACTION)

By direction of the President, under the provisions of Army Regulations 600-45, as amended, the Legion of Merit was awarded by the Theater Commander to the following named officer for exceptionally meritorious conduct in the performance of outstanding services:

DAVIS D. GRAVES, O17466, Brigadier General, (then Colonel), Air Corps, 63rd Fighter Wing, for services from 1 April to 10 November 1943. Next of kin: Eleanor F. Graves, (wife), 1837 West Woodland Avenue, San Antonio, Texas.

By command of Lieutenant General DEVERS:

DAVID G. BARR,
Major General, GSC,
Chief of Staff.

OFFICIAL:

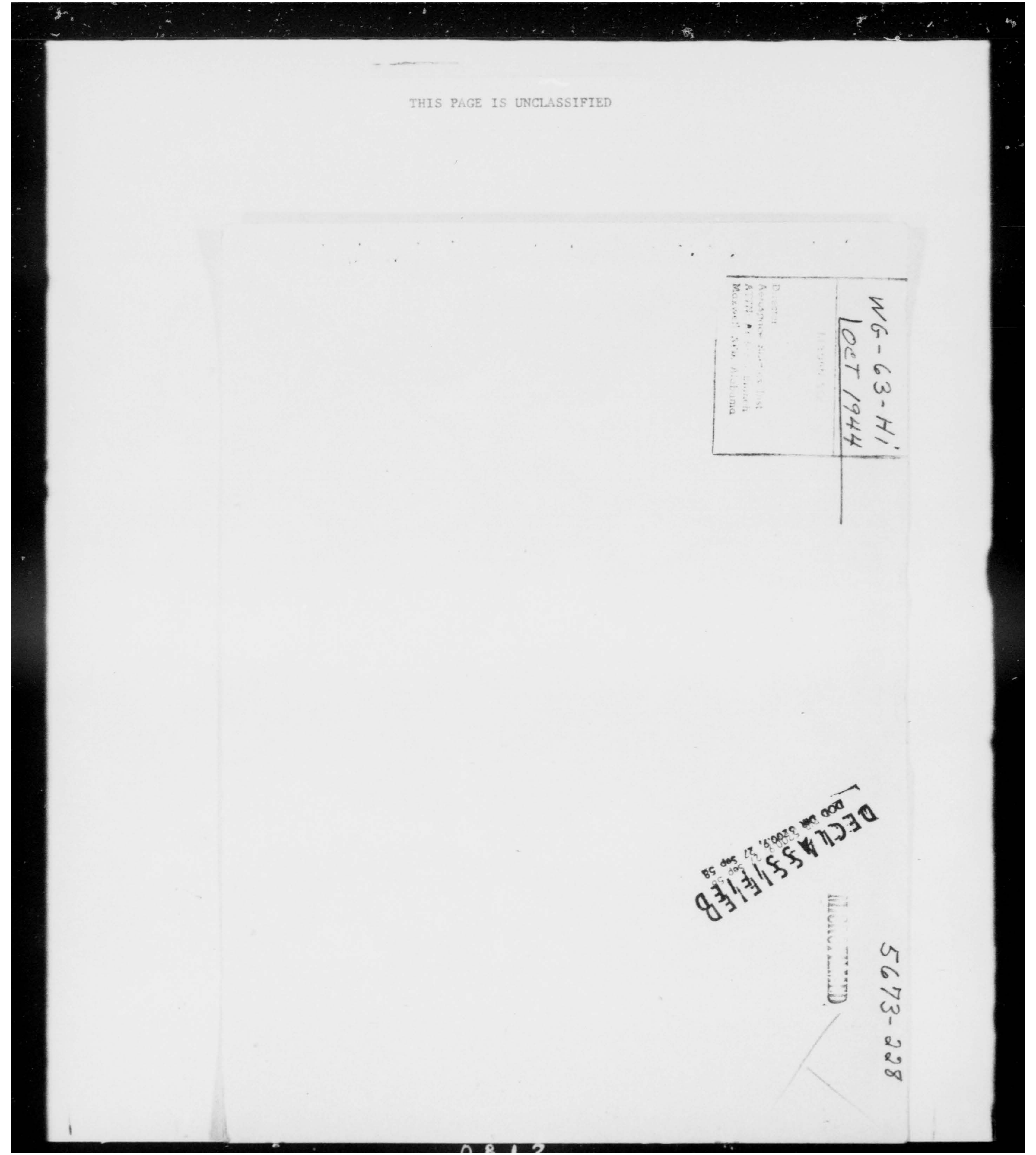
/s/t/ H. V. ROBERTS,
Colonel, AGD,
Adjutant General.

REPRODUCED

HEADQUARTERS
63rd FIGHTER WING
18 June 1944

R E S T R I C T E D

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S E C R E T

DESIGNATION SHEET
HISTORICAL RECORDS

COMMAND : XXII Tactical Air Command

WING : 63d Fighter Wing

GROUP :

SQUADRON:

OTHER :

OUTLINE HISTORY X

WAR DIARY X

S E C R E T

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S E C R E T

SHEET NO. 57 OUTLINE HISTORY, HEADQUARTERS, 63 FIGHTER WING

MONTH OCTOBER 1944 PREPARED BY CAPTAIN C.F. BEASLEY

1. Outline History of the 63rd Fighter Wing for the period 1 Oct 1944 to 31 Oct 1944.

a. Original Units

(1) Original designation - 2nd Air Defense Wing.

(2) Place of Activation - Santini, Mitchell Field, L.I., N.Y.

(3) Date of Activation - 12 December 1942.

(4) Authority for Activation - Letter A. G., Subject: "Constitution and Activation of Certain Air Defense Wing."

b. Changes in Organization.

(1) Changes in Designation - Nil.

(2) Echelons or Units.

a) Gains - Nil.

b) Losses.

1) 2638 Fighter Headquarters Platoon (Provisional) to 62nd Fighter Wing.

(3) Changes in Commanding Officers - Colonel Richard A. Ames, O-22454, assumed command of Headquarters 63rd Fighter Wing, vice Brigadier General Laurence C. Craigie, O-15170, U. S. A., 26 Sept 1944.

(4) Changes of Staff Officers-

a) Colonel Richard A. Ames, AC, assumes command of 63rd Fighter Wing per General Order # 35, 7 October 1944.

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b) Lieutenant Colonel Merrick Bayer, O-21294, Air Corps - Executive Officer vice Lieutenant-Colonel Willaim A. Bowie, O-369845, Air Corps - 19 October 1944

c) Lieutenant-Colonel Joe W. Leedom, O-23113, C.A.C., S.J.A., Summary Court Officer, vice Captain Dana M. Raymond, O-423129, S.C., 23 Oct.

d) Major Michael C. Bila, O-383818, A.C., Wing A-1 vice Lieutenant-Colonel Harry C. Parham, O-270348, A.C., 12 October.

e) Major Daniel O'Day, O-909007, A.C., Senior Controller, 2 Oct.

f) Captain Roy F. Berjengren, Jr., O-560627, A.C., Wing Adjutant vice Major Neal E. Guy, O-467971, A.C., 22 October.

g) Captain Roy F. Bergrengren, Jr., O-560527, A.C., Assistant A-2, October 2.

h) Captain Charles C. Brohm, O-1894337, M.C., Squadron Medical Officer, 2 October.

i) Captain Sidney R. Davis, O-1994535, A.C., Special Service Officer, 2 October.

j) Captain Albert E. Dowd, O-173542, A.C., Wing A-4 vice Captain William F. Parsons, O-569697, A.C., 17 October.

k) Captain Kenneth W. Gordon, O-904277, A.C., Controller, 2 Oct.

l) Captain Francis M. Hauch, O-521090, M.C., Assistant Wing Surgeon, 2 October.

m) Captain John C. Pogue, Jr., O-361637, A.C., Controller, 2 Oct.

n) 1st Lieutenant George G. Garmen, 0-435074, A.C., Assistant A-2, October 2.

o) 1st Lieutenant George G. German, 0-435074, A.C., Wing Signal Officer, vice Captain Dana M. Raymond, 0-428129, S.C., 15 October.

p) 1st Lieutenant George H, Guiler, 0-283540 A.C., Statistical Officer, 2, October.

q) 1st Lieutenant Richard B. Haskell, 0-913773, A.C., Supply Officer, 2 October.

r) 1st Lieutenant Marvin Skipworth, 0-562058, A.C., Assistant Adjutant, 13 October.

s) 2nd Lieutenant William C. Gouse, 0-584981, A.C., Assistant A-2, 2 October.

C. Strength, Commissioned and Enlisted.

(1) Month of October 1944 - Headquarters and Headquarters Squadron 63rd Fighter Wing.

a) At beginning 71 Officers - 644 Enlisted Men

b) Net Increase 0 Officers - 0 Enlisted Men

c) Net Decrease 40 Officers - 382 Enlisted Men

d) At End 31 Officers - 262 Enlisted Men

(2) Gains - Headquarters and Headquarters Squadron, 63rd Fighter Wing.

a) Lieutenant-Colonel Merrick Bayer, 0-21294, A.C., from 417th Night Fighter Squadron.

RS 711

b) Lieutenant-Colonel George D. Carter, O-233293, A.C., from 62nd Fighter Wing.

c) Major Henry E. Wood, O-361173, A.C., from 2638 Headquarters Fighter Platoon (Provisional).

d) Captain Robert C. Allen, O-283118, A.C., from 62nd Fighter Wing.

e) Captain Richard W. Platt, O-420638, A.C., from 62nd Fighter Wing.

f) 1st Lieutenant Edward T. Johnson, O-283118, A.C., from 2638 Headquarters Fighter Platoon (Provisional).

(2) Gains - 2638 Fighter Headquarters Platoon (Provisional)

a) Captain Eugene W. Phillips, O-391393, A.C., from 63rd Fighter Wing.

(3) Losses

a) Headquarters and Headquarters Squadron, 63rd Fighter Wing.

1) Lieutenant-Colonel David L. Lewis, O-22446, A.C., from 63rd Fighter Wing to 324th Fighter Group, 6 October.

2) Major George P. Davis, O-909448, A.C., from 63rd Fighter Wing to 62nd Fighter Wing, 6 October.

3) Major Neal E. Guy, O-467971, A.C., from 63rd Fighter Wing to 42nd Bomb Wing, 22 October.

4) Major Earl G. Harris, O-392195, A.C., from 63rd Fighter Wing to 87th Fighter Wing, 28 October.

5) Captain Horace P. Cuiler, O-467009, C.A.C., from 63rd Fighter Wing to 562nd S.A.W.B., 6 October.

6) Captain Gus L. Hoyt, O-1701245, A.C., from 63rd Fighter Wing to 561st S.A.W.B., 11 October.

7) Captain John C. McCracken, O-917782, A.C., from 63rd Fighter Wing to 62nd Fighter Wing, 6 October.

8) Captain Eugene W. Phillips, O-391393, A.C., from 63rd Fighter Wing to 2638th Fighter Headquarters Platoon (Prov), 24 October.

9) Captain Sidney L. James, O-1689754, A.C., from 63rd Fighter Wing to 560 S.A.W.B., 27 October.

10) 1st Lieutenant Albert C. Garber, O-5776643, A.C., from 63rd Fighter Wing to 350th Fighter Wing, 1 October.

11) 1st Lieutenant Harold S. Logan, O-917560, AC., from 63rd Fighter Wing to 325th Fighter Control Squadron, 27 October.

12) 1st Lieutenant Richard S. McClure, O-816130, A.C., from 63rd Fighter Wing to Headquarters XII A.F.S.C., 8 October.

13) 2nd Lieutenant Lee S. Couchman, O-798101, A.C., to 15th Fighter Control Squadron.

14) 2nd Lieutenant Nelson L. Wood, O-1638829, S.C., to 562nd S.A.W.B., 8 October.

b) 2638th Headquarters Fighter Platoon (Provisional).

1) Major Henry E. Wood, O-361173, A.C., to 63rd Fighter Wing.

2) 1st Lieutenant Edward T. Johnson, O-283118, A.C., to 63rd Fighter Wing.

d. Station.

1) Name of Station (until 14 October 1944)

a) Administration - Pensionnat de St. Joseph, Bastia, Corsica.

b) Quarters - Officers, requisitioned buildings, Bastia, Corsica.

Enlisted Mem - Lycee de Bastia, Bastia, Corsica.

2) Name of Station (from 15 October to 1 November 1944)

a) Staging Area, near Pisa, Italy.

e. Movements of Unit.

1) From Bastia, Corsica to Pisa, Italy.

f. Campaigns.

1) Nil

g. Operations

1) Nil

h. Command Officers on Important Missions

1) Nil

i. Losses in Action

1) Nil

j. Awards

1) Nil

k. Photographs

1) Nil

l. Promotions

1) Nil.

SHEET NO. 66 WAR DIARY, HEADQUARTERS, 63RD FIGHTER WING

MONTH OCTOBER PREPARED BY CAPTAIN CHARLES P. BEAZLEY, WING A-2

BASTIA, CORSICA: PISA, ITALY

October 1st found 63rd Fighter Wing virtually all packed and ready to move to Italy. An advance detail in charge of Captain Albert E. Dowd had been sent the last week in September to arrange with PBS and 320th Service Group the necessary plans for Wing supplies and select a camp site.

Departure of the Wing from Bastia, Corsica, where it had spent about 11 months was delayed because of the immediate availability of shipping. Meanwhile the transfer of personnel to other units and of personnel returning to the United States continued. Ancilliary units were being brought in to the Bastia area from their respective stations in Corsica and Sardinia during the first half of October.

Brig. Gen. Lawrence C. Craigie, Wing commander since the middle of February 1944, left Corsica 6 October to return to Patterson Field, Ohio. He had freuqently observed that his Corsican command as "the most interesting I've ever had and, I believe, the most interesting in the Mediterranean theatre." Colonel Richard A. Ames, executive officer, formerly took command of the Wing upon General Craigie's departure.

It was announced at a staff meeting that the Wing would sail from Bastia to Corsica in three LST's on Sunday, 15 October. Officers were advised to complete all details with that departure date in view.

Meanwhile in South France the 325th Fighter Sector and Sub Sector, arranged to close their operations as of about 12 October and to turn over the British and French authorities at Aix the fighter defense of Southern French ports and areas. At St. Tropez the 325 Fighter Sub-Sector ceased to function 1 October and its personnel and equipment trucked to Lamanon, France, six miles north of Salon, where it was merged with the 325 Fighter Sector. The entire 352th Fighter

BASTIA, CORSICA: PISA, ITALY

Sector sailed 16 October from Marseilles to Leghorn, Italy.

In Bastia, Corsica, the 63rd Wing officers' mess in Villa Carmen closed 13 October, and officers ate remaining meals at the Squadron headquarters in Lycee downtown. Officers and men alike were eager to set out, although from the Hills behind Bastia one could see the far-off Italian Peninsula being drenched with heavy showers. Many pondered what their lot would be there near Leghorn in the mud and mine fields of the half-destroyed Tuscany countryside.

The last meal was served at noon 14 October in the Squadron mess. Captain Eli Mayfield, the Headquarters Squadron Commander, late that afternoon checked on the LST's all officers, men and equipment except those going by air on 15 October. Spirits of all were good, but some departed the picturesque countryside with sighs of regret, for they had mad many friends there and a few left sweethearts behind.

Colonel Ames and his staff left early 15 October from Borgo in a B-25 and C-47 for Pisa airdrome passing near Capraia the LST's with Wing personnel aboard. They had sailed about 0700 hours that morning.

Once at Pisa the 63rd staff secured transport from 560th Signal Battalion, one of the Wing's units already encamped near the bivouac area. Staff members inspected the future camp site, and made ready to receive the Wing personnel at Leghorn harbor that afternoon. LST's arrived at 1430 hours. After a considerable delay caused by the storing of aircraft belly tanks in front of the Wing's loaded motor transport, the officers and men finally debarked and went to the camp sight about five kilometers southeast of Marina di Pisa. It was nearly 0300 on 16 October before the whole contingent get settled for a rather

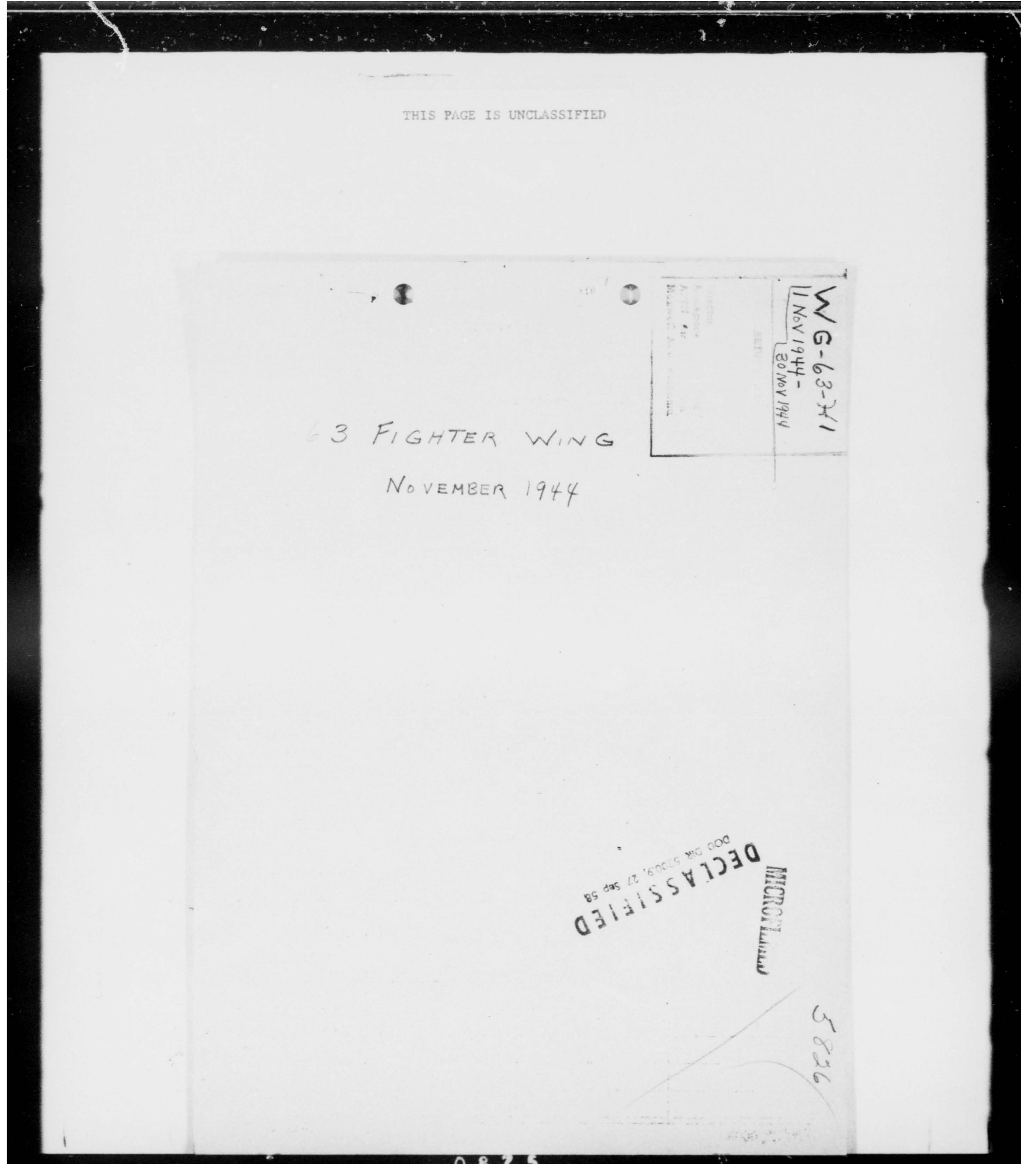
uncomfortable night in pup and pyramidal tents on the sandy, mosquito- infested camp sight.

Officers and men totaled nearly 800, far above the T. O. of 41 officers and 184 men. In the succeeding days many officers, non-commissioned officers and men were transferred to their new units, such as 62rd Fighter Wing, XXII TAC. and to sectors in operation under the 62rd Wing.

Efforts of all remaining were bent to make the camp habitable, which was none too good at best. On 18 October it was announced four buildings suitable for headquarters offices, officers' quarters an an enlisted men's Club had been obtained on the coast road two miles south of Marina di Pisa. Occupancy of the buildings was partially completed by 21 October. Camp was inspected by Colonel Ames and staff on that day, and as many as possible were given passes to visit nearby cities.

Until the end of October life in the 63rd's camp area was routine. Officers moved into their quarters 27 and 28 October, and plans were laid to make a first rate Enlisted Men's Club in a large building near headquarters.

Before the month was out Colonel Ames announced that the 63rd Fighter Wing would on 1 November pass from under the aegis of XXII TAC and be directly under XII Air Force. The Wing was in process of getting down to T. O. and T. B. A. when October ended.



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S E C R E T

HEADQUARTERS SQUADRON
SIXTY THIRD FIGHTER WING

APO 374, U S Army
14 December 1944

Air Force	First Tactical Air Force (Prov)
Command	
Wing	63rd Fighter Wing
Dates Incl'd	1 November 1944 to 30 November 1944.

S E C R E T

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SHEET #63 OUTLINE HISTORY, HEADQUARTERS, 63rd FIGHTER WING

MONTH NOVEMBER 1944 PREPARED BY CAPTAIN E. C. MAYFIELD

1. Outline History of the 63rd Fighter Wing for the period 1 Nov 1944 to 30 Nov 1944.

a. Original Units

(1) Original designation - 2nd Air Defense Wing.

(2) Place of Activation - Santini, Mitchell Field, L.I., N.Y.

(3) Date of Activation - 12 December 1942.

(4) Authority for Activation - Letter A. G., Subject: "Constitution and Activation of Certain Air Defense Wing."

b. Changes in Organization.

(1) Changes in Designation - Nil.

(2) Echelons or Units.

a) Gains - Nil.

b) Losses.-

(1) 560th Signal (AW) Bn.

(2) 325th Fighter Control Squadron.

(3) 176th Signal Surface Warning Platoon.

(4) 178th Signal Surface Warning Platoon.

(5) 182nd Signal Surface Warning Platoon.

(6) 183rd Signal Surface Warning Platoon.

(7) 184th Signal Surface Warning Platoon.

(8) 185th Signal Surface Warning Platoon.

(9) 186th Signal Surface Warning Platoon.

(10) 187th Signal Surface Warning Platoon.

(11) 188th Signal Surface Warning Platoon.

(12) 189th Signal Surface Warning Platoon.

5-1

(3) Changes in Commanding Officers - Captain Eli C. Mayfield, 0-1035315 assumed command of Headquarters 63rd Fighter Wing, vice Colonel Richard A. Ames, 0-22454, 10 November 1944, UP AR 600-20.

(4) Changes of Staff Officers

a) See C., 1)c.

c. Strength, Commissioned and Enlisted.

(1) Month of November 1944 - Headquarters and headquarters Squadron 63rd Fighter Wing.

a) At beginning 31 Officers - 336 Enlisted Men

b) Net Increase 74 Officers - 249 Enlisted Men

c) Net Decrease 30 Officers - 335 Enlisted Men

d) At End 75 Officers - 250 Enlisted Men

d. Station

(1) Name of Station (until 22 November 1944)

a) Administration - Marina di Pisa - San Petro, Italy.

b) Quarters - Officers - Marina di Pisa - San Petro Italy. Enlisted Men - Bivouac Staging Area, San Petro, Italy.

(2) Name of Station (from 22 November to 1 December 1944)

a) Hotel Nouvell, Vittel, France.

e. Movements of Unit.

(1) From San Petro, Italy to Vittel, France.

f. Campaigns.

(1) Nil

5-1

g. Operations

(1) Nil

h. Command Officers on Important Missions

(1) Colonel Ames and Captain Mayfield to Hqs., 12th Air Force on matters pertaining to move from NATOUSA to ETOUSA. AUTH: CG AAF/MTO.

i. Losses in Action

(1) Nil.

j. Awards

(1) Nil.

k. Photographs

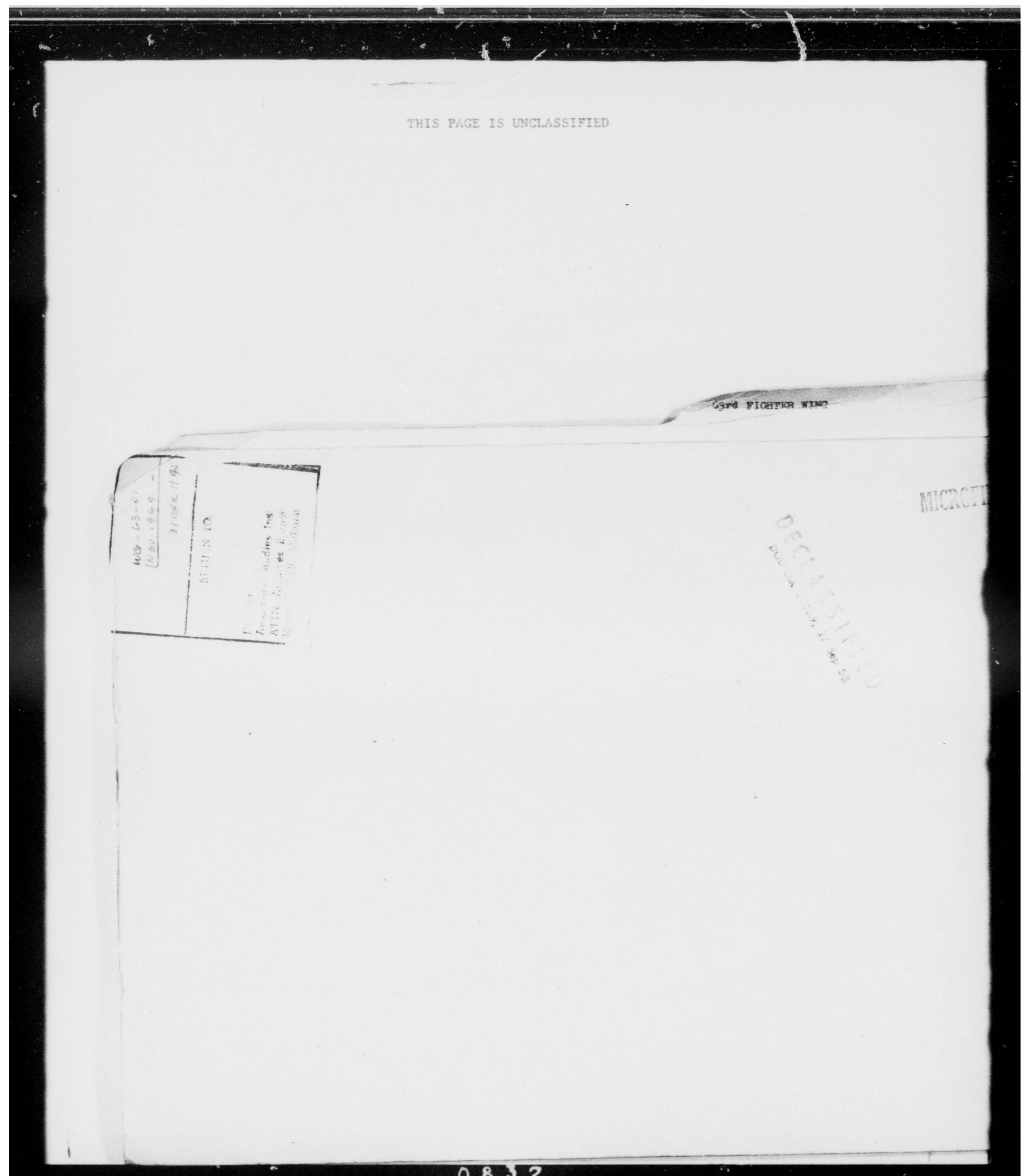
(1) Nil.

l. Promotions

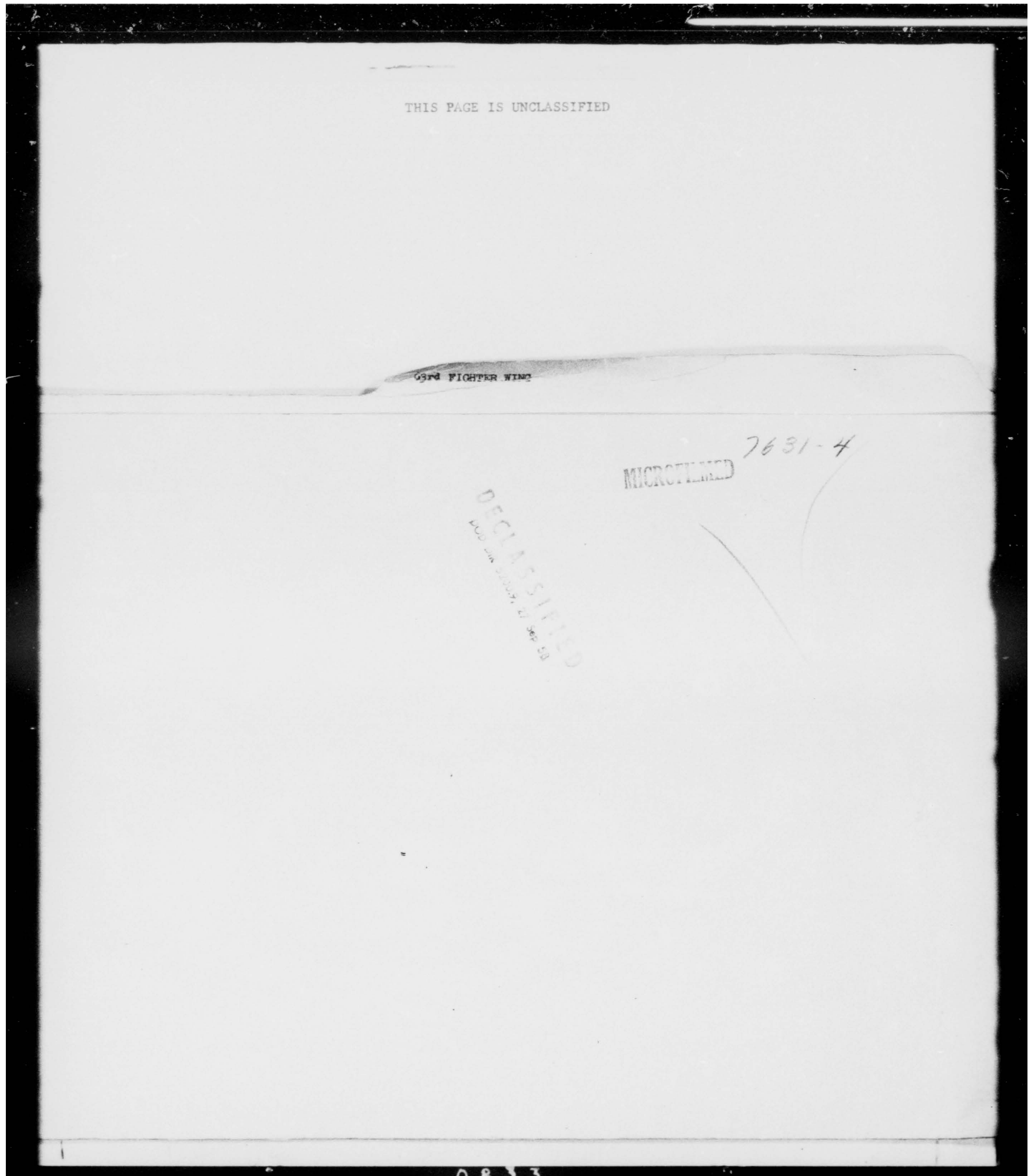
(1) Nil.

5-1

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S E C R E T

HEADQUARTERS SQUADRON
SIXTY THIRD FIGHTER WING

APO 374, U S Army
14 December 1944

Air Force	First Tactical Air Force (Prov)
Command	
Wing	63rd Fighter Wing
Dates Incl'd	1 November 1944 to 30 November 1944.

5-1

S E C R E T

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SHEET #63 OUTLINE HISTORY, HEADQUARTERS, 63rd FIGHTER WING

MONTH NOVEMBER 1944 PREPARED BY CAPTAIN E. C. MAYFIELD

1. Outline History of the 63rd Fighter Wing for the period 1 Nov 1944 to 30 Nov 1944.

a. Original Units

(1) Original designation - 2nd Air Defense Wing.

(2) Place of Activation - Santini, Mitchell Field, L.I., N.Y.

(3) Date of Activation - 12 December 1942.

(4) Authority for Activation - Letter A. G., Subject: "Constitution and Activation of Certain Air Defense Wing."

b. Changes in Organization.

(1) Changes in Designation - Nil.

(2) Echelons or Units.

a) Gains - Nil.

b) Losses.-

(1) 560th Signal (AW) Bn.

(2) 325th Fighter Control Squadron.

(3) 176th Signal Surface Warning Platoon.

(4) 178th Signal Surface Warning Platoon.

(5) 182nd Signal Surface Warning Platoon.

(6) 183rd Signal Surface Warning Platoon.

(7) 184th Signal Surface Warning Platoon.

(8) 185th Signal Surface Warning Platoon.

(9) 186th Signal Surface Warning Platoon.

(10) 187th Signal Surface Warning Platoon.

(11) 188th Signal Surface Warning Platoon.

(12) 189th Signal Surface Warning Platoon.

5-1

(3) Changes in Commanding Officers - Captain Eli C. Mayfield, 0-035315 assumed command of Headquarters 63rd Fighter Wing, vice Colonel Richard A. Ames, 0-22454, 10 November 1944, IF AR 600-20.

(4) Changes of Staff Officers

a) See C., 1)c.

c. Strength, Commissioned and Enlisted.

(1) Month of November 1944 - Headquarters and Headquarters Squadron 63rd Fighter Wing.

a) At beginning 31 Officers - 336 Enlisted Men

b) Net Increase 74 Officers - 249 Enlisted Men

c) Net Decrease 30 Officers - 335 Enlisted Men

d) At End 75 Officers - 250 Enlisted Men

d. Station

(1) Name of Station (until 22 November 1944)

a) Administration - Marina di Pisa - San Petro, Italy.

b) Quarters - Officers - Marina di Pisa - San Petro Italy. Enlisted Men - Bivouac Staging Area, San Petro, Italy.

(2) Name of Station (from 22 November to 1 December 1944)

a) Hotel Nouvell, Vittel, France.

e. Movements of Unit.

(1) From San Petro, Italy to Vittel, France.

f. Campaigns.

(1) Nil

SHEET #65 OUTLINE HISTORY, HEADQUARTERS, 63rd FIGHTER WING

MONTH NOVEMBER 1944 PREPARED BY CAPTAIN E. C. MAYFIELD

g. Operations

(1) Nil

h. Command Officers on Important Missions

(1) Colonel Ames and Captain Mayfield to Hqs., 12th Air Force on matters pertaining to move from NATOUSA to ETOUSA. AUTH: CG AAF/MTO.

i. Losses in Action

(1) Nil.

j. Awards

(1) Nil.

k. Photographs

(1) Nil.

l. Promotions

(1) Nil.

S E C R E T

HEADQUARTERS SQUADRON
SIXTY THIRD FIGHTER WING

APO 374, U S Army
17 January 1945

Air Force First Tactical Air Force (Prov)

Command ____________

Wing 63rd Fighter Wing

Dates Incl'd 1 December 1944 to 31 December 1944.

S E C R E T

0838

SHEET #66 OUTLINE HISTORY, HEADQUARTERS, 63rd FIGHTER WING

MONTH DECEMBER 1944 PREPARED BY 1st LT. CHESTER J. BYRNS

1. Outline History of the 63rd Fighter Wing for the period 1 Dec 1944 to 31 Dec 1944.

a. Original Units

(1) Original designation - 2nd Air Defense Wing.

(2) Place of Activation - Santini, Mitchell Field, L.I., N.Y.

(3) Date of Activation - 12 December 1942.

(4) Aughority for Activation - Letter A. G., Subject: "Constitution and Activation of Certain Air Defense Wing."

b. Changes in Organization.

(1) Changes in Designation - Nil.

(2) Echelons or Units.

a) Gains - Nil.

b) Losses - Nil.

(3) Changes in Commanding Officers - None.

(4) Changes of Staff Officers - None.

c. Strength, Commissioned and Enlisted.

(1) Month of December 1944 - Headquarters and Headquarters Squadron 63rd Fighter Wing.

a) At beginning 34 Officers - 160 Enlisted Men

b) Net Increase 100 Officers - 149 Enlisted Men

c) Net Decrease 0 Officers - 0 Enlisted Men

d) At End 134 Officers - 309 Enlisted Men

d. Station

(1) Name of Station - Vittel, France, "Z 6757"

a) Administration - Nouvel Hotel, Vittel, France.

b) Quarters - Officers - Thermes Hotel, Vittel, France.

c) Quarters - Enlisted Men - Nouvel Hotel, Vittel, France.

e. Movements of Unit.

(1) None.

f. Campaigns.

(1) Nil.

g. Operations

(1) Nil.

h. Command Officers on Important Missions

(1) None.

i. Losses in Action

(1) Nil.

j. Awards

(1) Nil.

k. Photographs

(1) Nil.

l. Promotions

(1) Nil.

2. Correction in Squadron History for November 1, to 30, 1944, par C, "Strength, Commissioned and Enlisted," should read:

At beginning	32 Officers	-	336	Enlisted Men
Net Increase	2 Officers	-	0	Enlisted Men
Net Decrease	0 Officers	-	176	Enlisted Men

SHEET #68 OUTLINE HISTORY, HEADQUARTERS, 63rd FIGHTER WING

MONTH DECEMBER 1944 PREPARED BY 1st LT. CHESTER J. BYRNS

At End 34 Officers - 160 Enlisted Men

3. Narrative - The purpose of the 63rd Fighter Wing since its departure from Italy, 22 November 1944, for Vittel, France, minus equipment and with one (1) Officer, the Wing Commander, Capt. ELI C. MAYFIELD, and one (1) Enlisted Man, T/Sgt. Paul R. Ritenburgh, was, and is, to act as a holding company for the First Tactical Air Force (Prov). Since the Air Force is Provisional it can have no Table of Organization nor Table of Equipment, and therefore it uses the T/O and T/E of the 63rd Fighter Wing to form its Air Force.

Orders from USTAAF, ETOUSA, and other headquarters, refer to "The 63rd Fighter Wing (known as First Tactical Air Force Prov)".

In addition to assigning personnel almost double the strength authorized, and completely in excess of authorized ranks and grades, higher headquarters have assigned units to the 63rd Fighter Wing "known as First Tactical Air Force (Prov)". However, like the assignment of Personnel, the assignment of units is only a technicality to allow First Tactical Air Force authority over these units, and no connections are maintained between these units and the 63rd Fighter Wing.

All Personnel are assigned to the 63rd Fighter Wing and placed on detached service to the First Tactical Air Force (Prov).

The 63rd Fighter Wing keeps a Morning Report on all assigned personnel, and carries those on detached service to the Air Force in the "Assigned, absent column. This Morning Report also carries anything that may affect the status of personnel, such as sick, confinement, death, etc. The Wing makes all strength reports, the Machine Records Unit roster of Officers and Enlisted Men, and the AAF Form 127. It maintains files of all orders pertaining to its personnel, and

organization, answers all correspondence pertaining to the 63rd Fighter Wing, both on matters pertaining to its operations in MTOUSA, and on its present duties and personnel, and transmits personnel records either to First Tactical Air Force (Prov) for those on detached service or to other units for those reassigned.

All equipment that the Air Force requested the Wing to secure, was gotten, entered on the Wing property books, and given to the Air Force Supply Officer on Memorandum Receipt.

The Wing has received, and continues to receive, a large volume of mail and packages for former personnel, which are transmitted to the new organizations of the men involved. This is a daily duty.

For a month after arrival in ETOUSA, the Wing received a large amount of classified operational memoranda from MTOUSA. Receipts were signed for these documents, the documents destroyed, and letters sent to the headquarters involved requesting that they cease sending such matter as we were non-operational. At the end of this month, operational material had all but ceased to arrive from MTOUSA.

To assist in performing the duties of the Wing, 1st Lt. CHESTER J. BYRNS was assigned and appointed Wing A-4, and Adjutant of the Headquarters Squadron. Two enlisted men were assigned and placed on duty in the orderly room, S/Sgt. Otto Lenk from the 134th Replacement Battalion and S/Sgt. Morris Perkins from Sixth Army Group.

Much speculation has been made whether:

a. The Air Force will drop the Provisional, receive War Department approval, and the 63rd Fighter Wing redesignated the Headquarters and Headquarters Squadron, First Tactical Air Force.

S E C R E T

SHEET #70 OUTLINE HISTORY, HEADQUARTERS, 63rd FIGHTER WING

MONTH DECEMBER 1944 PREPARED BY 1st LT. CHESTER J. BYRNS

b. The Air Force recognized as a War Department organization and the 63rd Fighter Wing disbanded, and another unit made Air Force Headquarters and Headquarters Squadron.

c. The Air Force dropped, and some of its personnel assigned to the 63rd Fighter Wing, to bring the Wing up to strength, and the Wing sent to duty in this or other theatres.

Whatever the decision, the Headquarter Squadron of the 63rd Fighter Wing is maintaining its files and establishing its personnel section so that it could with no difficulty act as an Air Force or Wing Headquarters Squadron.

During early December the weather was bad; bitter cold, sunless, and heavy snow. However, just before Christmas the weather improved and the sun became a daily occurance. An excellent Christmas was had by both Officers and Enlisted Men, with the traditional Christmas dinner through the courtesy of the Quartermaster.

S E C R E T

HEADQUARTER SQUADRON
SIXTY THIRD FIGHTER WING

APO 374, U. S. ARMY,
17 February 1945.

AIR FORCE First Tactical Air Force (Prov)

COMMAND

WING 63rd Fighter Wing

DATES Incl'd 1 January 1945 to 31 January 1945.

S E C R E T

0844

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SHEET #71 — OUTLINE HISTORY, HEADQUARTERS, 63rd FIGHTER WING

MONTH JANUARY 1945 — PREPARED BY 1st Lt. CHESTER J. BYRNS.

1. Outline History of the 63rd Fighter Wing for the period 1 January 1945 to 31 January 1945.

a. Original Units

(1) Original designation - 2nd Air Defense Wing.

(2) Place of Activation - Santini, Mitchell Field, L.I., N.Y.

(3) Date of Activation - 12 December 1942.

(4) Authority for Activation - Letter A. G., Subject: "Constitution and Activation of Certain Air Defense Wing."

b. Changes in Organization.

(1) Changes in Designation - Nil.

(2) Echelons or Units.

a) Gains - Nil

b) Losses - Nil.

(3) Changes in Commanding Officers - None.

(4) Changes of Staff Officers - None.

c. Strength, Commissioned and Enlisted.

(1) Month of January 1945 - Headquarters and Headquarters Squadron 63rd Fighter Wing.

a) At beginning 133 Officers - 310 Enlisted Men

b) Net Increase 31 Officers - 79 Enlisted Men

c) Net Decrease 0 Officers - 0 Enlisted Men

d) At end 164 Officers - 389 Enlisted Men

d. Station

(1) Name of Station - Vittel, France, "Z" 6757.

SHEET #72 OUTLINE HISTORY, HEADQUARTERS, 63rd FIGHTER WING

MONTH JANUARY 1945 PREPARED BY 1st Lt. CHESTER J. BYRNS.

a) Administration - Nouvel Hotel, Vittel, France.

b) Quarters - Officers - Thermes Hotel, Vittel, France.

c) Quarters - Enlisted Men - Nouvel Hotel, Vittel, France.

e. Movements of Unit.

(1) None.

f. Campaigns.

(1) Nil.

g. Operations.

(1) Nil

h. Command Officers on Important Missions.

(1) None.

i. Losses in Action.

(1) Nil.

j. Awards.

(1) Nil.

k. Photographs

(1) Nil.

l. Promotions

(1) Nil.

2. Narrative - The Wing continued to grow by leaps and bounds during January, as personnel were assigned to it to create the First Tactical Air Force (Prov). To balance the overstrength table of Organization, USSTAF gave the 63rd Fighter Wing several bulk allotments of ranks and grades, totaling an additional 28 Officers ranks and 288 Enlisted grades. All the additional Officers grades were more than absorbed.

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SHEET #73 — OUTLINE HISTORY, HEADQUARTERS, 63rd FIGHTER WING

MONTH JANUARY 1945. — PREPARED BY 1st Lt. CHESTER J. BYRNS.

More units were assigned during the month. These units were assigned to the 63rd Fighter Wing "(known as the First Tactical Air Force Provisional)," and included both Tactical and Service units, ranging in size from a Veterenarian Detachment to a Tactical Air Command. This assignment is only a paper move to give the Provisional Air Force control over them, and no channels between the 63rd Fighter Wing, and the units are maintained.

One Officer, 1st Lt., SAM BLOCK, MAC, O-1534216, assigned this Wing from the 70th Replacement Depot, died en route in England of a heart attack on the 5 January 1945.

The Wing still receives a heavy amount of mail and packages for former personnel of the Wing who are in other units in Italy.

On the 31st of January 1945, Major General Ralph Royce, O-3731, was relieved from assignment to the 63rd Fighter Wing, and returned to the Zone of Interior. Brigadier General Gordon P. Saville, O-17006, was assigned to the 63rd Fighter Wing from the XII Tactical Air Command, on 30 January 1945 and assumed Command of the First Tactical Air Force (Prov).

Weather in January was very bad, with constant rain and cold. Fuel shortage made living conditions a bit difficult..

S E C R E T

HQ & HQ SQUADRON
63RD FIGHTER WING

APO 374, U S Army
17 March 1945

AIR FORCE	First Tactical Air Force (Prov)
COMMAND	
WING	63rd Fighter Wing
DATES (Incl)	1 February 1945 to 28 February 1945

5-18

S E C R E T

0848

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SHEET #74 OUTLINE HISTORY, HEADQUARTERS, 63rd FIGHTER WING

MONTH FEBRUARY 1945 PREPARED BY 1ST LT CHESTER J BYRNS

1. Outline History of the 63rd Fighter Wing for the period 1 February 1945 to 28 February 1945.

a. Original Unit

(1) Original designation - 2nd Air Defense Wing

(2) Place of Activation - Santini, Mitchel Field, LI, NY

(3) Date of Activation - 12 December 1942

(4) Authority for Activation - Letter, AGO, Subject: "Constitution and Activation of Certain Air Defense Wings."

b. Changes in Organization.

(1) Changes in Designation - Nil

(2) Echelons or Units

a) Gains - Nil

b) Losses - Nil

(3) Changes in Commanding Officers - None

(4) Changes of Staff Officers - None

c. Strength, Commissioned and Enlisted.

(1) Month of January 1945 - Headquarters and Headquarters Squadron, 63rd Fighter Wing.

a) At beginning 163 Officers - 388 Enlisted Men

b) Net Increase 1 Officer - 101 Enlisted Men

c) Net Decrease 0 Officers - 0 Enlisted Men

d) At end 164 Officers - 489 Enlisted Men

d. Station

(1) Name of Station - Vittel, France, "VZ" 6757

a) Administration - Nouvel Hotel, Vittel, France.

b) Quarters - Officers - Thermes Hotel, Vittel, France.

c) Quarters - Enlisted Men - Nouvel Hotel, Vittel, France.

e. Movements of Unit.

(1) None

f. Campaigns.

(1) Nil

g. Operations.

(1) Nil

h. Command Officers on Important Missions.

(1) None.

i. Losses in Action.

(1) Nil.

j. Awards.

(1) Nil.

k. Photographs

(1) Nil.

l. Promotions.

(1) Nil.

2. Narrative - On 22 February 1945, Brigadier General Gordon P Saville, O-17006, USA, assigned 63rd Fighter Wing and on detached service to First Tactical Air Force (Prov), was relieved from assignment to the 63rd Fighter Wing and command of the First Tactical AF (Prov) and he returned to the United States.

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On the same day, Major General Robert M Webster, O-11946, USA, was assigned to the 63rd Fighter Wing and placed DS with First Tactical AF (Prov) from Hq Twelfth Air Force, and assumed command of First Tactical AF (Prov) per General Order 24, Hq First Tactical AF (Prov), dated 22 February 1945.

During the month the wing received about 130 enlisted men, who were formerly assigned to the Infantry, for duty with First Tactical AF (Prov). These men, all of whom were combat men, are limited service for medical reasons. Most of them are of the sixth and seventh grades. They all seem satisfied, even happy, to be with the Air Force. A great many of them were assigned to duties in the Motor Pool, the Security and Utilities Sections, who were in great need for men. Those who possessed clerical background were assigned to the Staff Sections. All officers who have these limited service men working for them express great delight with their efficiency and character. A large number are limited service for mental reasons, but there has been no case of any man displaying any great state of nervousness

During the month a score or more of men were transferred to the Infantry for training as combat troops although it couldn't be said the men were overjoyed to join the Infantry, there were no cases of shirking or dissatisfaction.

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SECRET

HEADQUARTERS AND HEADQUARTERS SQUADRON
63RD FIGHTER WING
APO 374

19 April 45

SUBJECT: Historical Records.

TO : Commanding General, First Tactical Air Force (Prov), APO 374 U.S. Army.

1. Outline history of the 63rd Fighter Wing for the period 1 March 1945 through 31 March 1945.

a. Present designation: Headquarters & Headquarters Squadron 63rd Fighter Wing assigned to the First Tactical Air Force (Prov).

b. Changes in Organization:

(1) Change in Designation - None

(2) Subordinate Units - None

(3) Change in Commanding Officer - Capt Eli C. Meyfield was releived of command and Capt Jack E. Weaver was assigned to duty as Commanding Officer.

(4) Change of Staff Officers - None

(5) Change in T/O's - Squadron reorganized 1 March 1945, under T/O 1-10-1, dated 24 September 1944 Per General Order No. 31, Headquarters First Tactical Air Force (Prov) dated 28 Feburary 1945.

c. Strength - Commissioned and Enlisted.

(1) Month of March 1945.

(a) At Beginning - Officers 164; Enlisted Men 533.

(b) Net increase - Officers 41; Enlisted Men none.

(c) Net decrease - Officers none; Enlisted Men 12.

(d) Net at end - Officers 205; Enlisted Men 521.

d. Station.

(1) Headquarters and Headquarters Squadron 63rd Fighter Wing Vittel, France.

SECRET

SECRET

(a) Movement - None

(b) Campaigns - None

(c) Operations - None

(d) Commanding Officer important mission - None.

(e) Losses in action - None

(f) Former and present members who have distinguished themselves in ation - None.

2. Enclosed is War Diary for the Headquarters and Headquarters Squadron 63rd Fighter Wing for the period 1 March 1945 through 31 March 1945. Supporting Documents are attached.

JACK E WEAVER,
Captain A.C.
Commanding

1 Incl;
Incl #1- War Diary (March 1945)

SECRET

HEADQUARTERS AND HEADQUARTERS SQUADRON
63RD FIGHTER WING
APO 374

19 April 45

OFFICIAL SQUADRON DIARY

1 March 1945 to 31 March 1945

1. The 63rd Fighter Wing was reorganized 1 March 45 Per General Order No. 31, Headquarters First Tactical Air Force (Prov) dated 28 February 1945 in accordance with T/O and E 1-10-1 dated 24 September 1944 with an authorized Strength of fifty-three (53) officers, one (1) Warrant Officer, and one hundred ninety-one (191) enlisted men.

2. The officer strength increased forty-one (41) during the month with the majority going to the I Tactical Air Force Service Command (Prov) which was orgainsed on the 14 March 1945. The 63rd Fighter Wing is known as the First Tactical Air Force (Prov) therefore all men assigned to this organization are on duty with the First Tactical Air Force (Prov) or now since the I Tactical Air Force Service Command (Prov) has been organized, with it.

3. Captain Eli C. Mayfield and First Lieuteant Chester J. Byrns Jr., who were Commadning Officer and Adjutant respectively of the 63rd Fighter Wing before the I Tactical Air Force Service Command (Prov) was orgnaized were transferred to the Headquarters and Headquarters Squedron I Tactcal Air Force Service Command to do the job of orgnaizing and setting up that organization. T/Sgt Ritenburg, S/Sgt Lenk, Pfc Puccio, Pvts Mauriello and Rice were the enlisted men on duty with the 63rd Fighter Wing and were also transferred to the Service Command. Captain Jack E Weaver was relieved duty as Personnel Officer of Headquarters and Headquarters Squadron

First Tactical Air Force (Prov) and appointed Commanding Officer of Headquarters and Headquarters Squadron 63rd Fighter Wing. First Sergeant Clarence H. Faulkner was called back from temporary duty with the A D I S team of the First Tactical Air Force Signal Section to be First Sergeant of Headquarters and Headquarters Squadron 63rd Fighter Wing.

4. On the day that the I Tactical Air Force Service Command (Prov) was organized, 14 March 1945, seventy-eight (78) officers and two-hundred twenty-nine (229) enlisted men were releived from attached with the Air Force and were attached with the Service Command. This original group of officers and enlisted men has the tremendous task of organizing an Air Force Service Command. Their strength, however has steadily increased through the remainder of the month. Brigadier General Edmund C. Langmead was appointed Commanding General of the new Service Command. General Langmead is a Regualar Army Officer and has many years experience organizing different commands for the Army.

5. Due to the shortage of housing space, Headquarters and Headquarters Squadron 63rd Fighter Wing was moved into the same office with the 71st Fighter Wing but continued to function seperately.

6. Due to the lack of office space, equipment and clerical help the 63rd Fighter Wing finds it rather difficult to carry on the "paper war" and render its required reports on time.

7. The seven (7) day furloughs in the United Kingdom and the three day passes in Paris are still in effect and the quota is filled each time that a liberty run is made. The men are all anxious to avail themselves of the privelege of seeing "Gay Paree" and to visit wives, sweet-

hearts, and friends in the United Kingdom that they became acquainted with while stationed there. This pass and furlough privelege has helped moral tremendously in this command.

8. Major Jameson returned to the United States for temporary duty and leave, after being over seas for more than thirty months. Col Reeves was returned to the United States for further duty after many months over seas. If the rotation plan was working better, it would help moral a great deal, as it would give the men hope and something to look forward to after being over seas a certain length of time.

9. Promotions during the month included seventeen privates who were appointed Private First Class on the 15th of March. T/Sgt Jurow was discharged for the convenience of the Government to accept a commission as a 2nd Lieutenant in the Medical Administrative Corps (AUS) on the 6th of March. T/Sgt Carbaugh was discharged for the convenience of the Government to accept a commission as a 2nd Lieutenant in the Air Corps (AUS) on the 19th of March. T/Sgt Wayland was transferred to the 9th Reinforcement Depot to attend the Infantry Officers Candidate School on the 23rd of March.

JACK E. WEAVER,
Captain, A. C.,
Commanding.

SECRET

HEADQUARTERS AND HEADQUARTERS SQUADRON
63RD FIGHTER WING
APO 374

19 April 45

SUBJECT: Historical Records.

TO : Commanding General, First Tactical Air Force (Prov), APO 374 U.S. Army.

1. Outline history of the 63rd Fighter Wing for the period 1 March 1945 through 31 March 1945.

a. Present designation: Headquarters & Headquarters Squadron 63rd Fighter Wing assigned to the First Tactical Air Force (Prov).

b. Changes in Organization:

(1) Change in Designation - None

(2) Subordinate Units - None

(3) Change in Commanding Officer - Capt Eli C. Mayfield was releived of command and Capt Jack E. Weaver was assigned to duty as Commanding Officer.

(4) Change of Staff Officers - None

(5) Change in T/O's - Squadron reorganized 1 March 1945, under T/O 1-10-1, dated 24 September 1944 Per General Order No. 31, Headquarters First Tactical Air Force (Prov) dated 28 Feburary 1945.

c. Strength - Commissioned and Enlisted.

(1) Month of March 1945.

(a) At Beginning - Officers 164; Enlisted Men 533.

(b) Net increase - Officers 41; Enlisted Men none.

(c) Net decrease - Officers none; Enlisted Men 12.

(d) Net at end - Officers 205; Enlisted Men 521.

d. Station.

(1) Headquarters and Headquarters Squadron 63rd Fighter Wing Vittel, France.

SECRET

(a) Movement - None

(b) Campaigns - None

(c) Operations - None

(d) Commanding Officer important mission - None.

(e) Losses in action - None

(f) Former and present members who have distinguished themselves in ation - None.

2. Enclosed is War Diary for the Headquarters and Headquarters Squadron 63rd Fighter Wing for the period 1 March 1945 through 31 March 1945. Supporting Documents are attached.

JACK E WEAVER,
Captain A.C.
Commanding

1 Incl:
Incl #1- War Diary (March 1945)

HEADQUARTERS AND HEADQUARTERS SQUADRON
63RD FIGHTER WING
APO 374

19 April 45

OFFICIAL SQUADRON DIARY

1 March 1945 to 31 March 1945

1. The 63rd Fighter Wing was reorganized 1 March 45 Per General Order No. 31, Headquarters First Tactical Air Force (Prov) dated 28 February 1945 in accordance with T/O and E 1-10-1 dated 24 September 1944 with an authorized Strength of fifty-three (53) officers, one (1) Warrant Officer, and one hundred ninety-one (191) enlisted men.

2. The officer strength increased forty-one (41) during the month with the majority going to the I Tactical Air Force Service Command (Prov) which was orgainsed on the 14 March 1945. The 63rd Fighter Wing is known as the First Tactical Air Force (Prov) therefore all men assigned to this organization are on duty with the First Tactical Air Force (Prov) or now since the I Tactical Air Force Service Command (Prov) has been organized, with it.

3. Captain Eli C. Mayfield and First Lieuteant Chester J. Byrns Jr., who were Commadning Officer and Adjutant respectively of the 63rd Fighter Wing before the I Tactical Air Force Service Command (Prov) was orgnaized were transferred to the Headquarters and Headquarters Squadron I Tactical Air Force Service Command to do the job of orgnaizing and setting up that organization. T/Sgt Ritenburg, S/Sgt Lenk, Pfc Puccio, Pvts Mauriello and Rice were the enlisted men on duty with the 63rd Fighter Wing and were also transferred to the Service Command. Captain Jack E Weaver was relieved duty as Personnel Officer of Headquarters and Headquarters Squadron

First Tactical Air Force (Prov) and appointed Commanding Officer of Headquarters and Headquarters Squadron 63rd Fighter Wing. First Sergeant Clarence H. Faulkner was called back from temporary duty with the A D L S team of the First Tactical Air Force Signal Section to be First Sergeant of Headquarters and Headquarters Squadron 63rd Fighter Wing.

4. On the day that the I Tactical Air Force Service Command (Prov) was organized, 14 March 1945, seventy-eight (78) officers and two-hundred twenty-nine (229) enlisted men were releived from attached with the Air Force and were attached with the Service Command. This original group of officers and enlisted men has the tremendous task of organizing an Air Force Service Command. Their strength, however has steadily increased through the remainder of the month. Brigadier General Edmund C. Langmead was appointed Commanding General of the new Service Command. General Langmead is a Regualar Army Officer and has many years experence organizing different commands for the Army.

5. Due to the shortage of housing space, Headquarters and Headquarters Squadron 63rd Fighter Wing was moved into the same office with the 71st Fighter Wing but continued to function seperately.

6. Due to the lack of office space, equipment and clerical help the 63rd Fighter Wing finds it rather difficult to carry on the "paper war" and render its required reports on time.

7. The seven (7) day furloughs in the United Kingdom and the three day passes in Paris are still in effect and the quota is filled each time that a liberty run is made. The men are all anxious to avail themselves of the privelege of seeing "Gay Paree" and to visit wives, sweet-

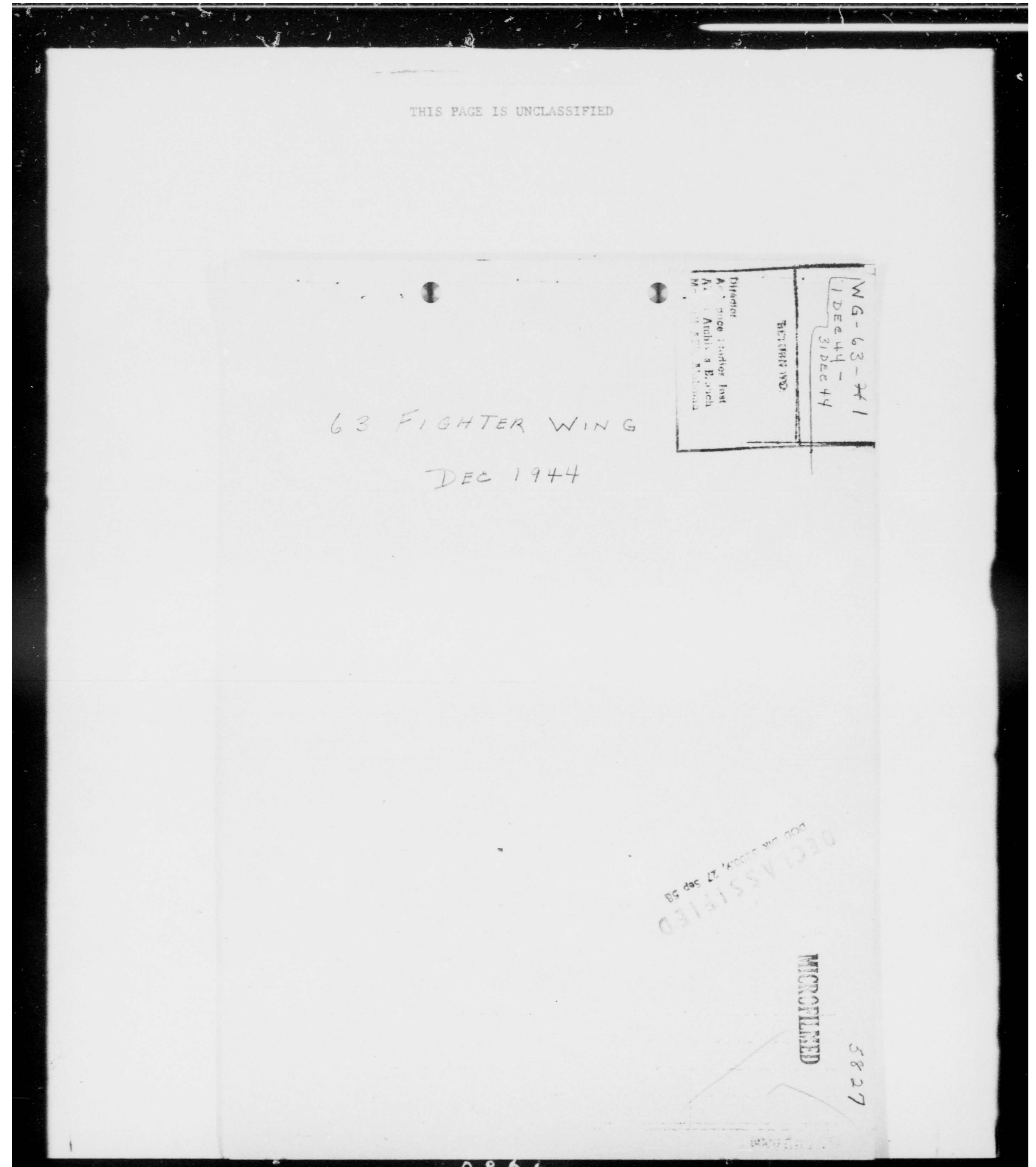
hearts, and friends in the United Kingdom that they became acquainted with while stationed there. This pass and furlough privelege has helped moral tremendously in this command.

8. Major Jameson returned to the United States for temporary duty and leave, after being over seas for more than thirty months. Col Reeves was returned to the United States for further duty after many months over seas. If the rotation plan was working better, it would help moral a great deal, as it would give the men hope and something to look forward to after being over seas a certain length of time.

9. Promotions during the month included seventeen privates who were appointed Private First Class on the 15th of March. T/Sgt Jurow was discharged for the convenience of the Government to accept a commission as a 2nd Lieutenant in the Medical Administrative Corps (AUS) on the 6th of March. T/Sgt Carbaugh was discharged for the convenience of the Government to accept a commission as a 2nd Lieutenant in the Air Corps (AUS) on the 19th of March. T/Sgt Wayland was transferred to the 9th Reinforcement Depot to attend the Infantry Officers Candidate School on the 23rd of March.

JACK E. WEAVER,
Captain, A. C.,
Commanding.

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WG-63-HI (Dec 44)

S E C R E T

HEADQUARTERS SQUADRON
SIXTY THIRD FIGHTER WING

APO 374, U S Army
17 January 1945

Air Force First Tactical Air Force (Prov)

Command

Wing 63rd Fighter Wing

Dates Incl'd 1 December 1944 to 31 December 1944.

5897

S E C R E T

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SHEET #66 OUTLINE HISTORY, HEADQUARTERS, 63rd FIGHTER WING

MONTH DECEMBER 1944 PREPARED BY 1st LT. CHESTER J. BYRNS

1. Outline History of the 63rd Fighter Wing for the period 1 Dec 1944 to 31 Dec 1944.

a. Original Units

(1) Original designation - 2nd Air Defense Wing.

(2) Place of Activation - Santini, Mitchell Field, L.I., N.Y.

(3) Date of Activation - 12 December 1942.

(4) Aughority for Activation - Letter A. G., Subject: "Constitution and Activation of Certain Air Defense Wing."

b. Changes in Organization.

(1) Changes in Designation - Nil.

(2) Echelons or Units.

a) Gains - Nil.

b) Losses - Nil.

(3) Changes in Commanding Officers - None.

(4) Changes of Staff Officers - None.

c. Strength, Commissioned and Enlisted.

(1) Month of December 1944 - Headquarters and Headquarters Squadron 63rd Fighter Wing.

a) At beginning	34	Officers	-	160	Enlisted Men
b) Net Increase	100	Officers	-	149	Enlisted Men
c) Net Decrease	0	Officers	-	0	Enlisted Men
d) At End	134	Officers	-	309	Enlisted Men

d. Station

(1) Name of Station - Vittel, France, "Z 6757"

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SHEET #67 OUTLINE HISTORY, HEADQUARTERS, 63rd FIGHTER WING

MONTH DECEMBER 1944 PREPARED BY 1st LT. CHESTER J. BYRNS

a) Administration - Nouvel Hotel, Vittel, France.

b) Quarters - Officers - Thermes Hotel, Vittel, France.

c) Quarters - Enlisted Men - Nouvel Hotel, Vittel, France.

e. Movements of Unit.

(1) None.

f. Campaigns.

(1) Nil.

g. Operations

(1) Nil.

h. Command Officers on Important Missions

(1) None.

i. Losses in Action

(1) Nil.

j. Awards

(1) Nil.

k. Photographs

(1) Nil.

l. Promotions

(1) Nil.

2. Correction in Squadron History for November 1, to 30, 1944, par C, "Strength, Commissioned and Enlisted," should read:

At beginning	32 Officers	- 336	Enlisted Men
Net Increase	2 Officers	- 0	Enlisted Men
Net Decrease	0 Officers	- 176	Enlisted Men

SHEET #68 OUTLINE HISTORY, HEADQUARTERS, 63rd FIGHTER WING

MONTH DECEMBER 1944 PREPARED BY 1st LT. CHESTER J. BYRNS

At End 34 Officers - 160 Enlisted Men

3. Narrative - The purpose of the 63rd Fighter Wing since its departure from Italy, 22 November 1944, for Vittel, France, minus equipment and with one (1) Officer, the Wing Commander, Capt. ELI C. MAYFIELD, and one (1) Enlisted Man, T/Sgt. Paul R. Ritenburgh, was, and is, to act as a holding company for the First Tactical Air Force (Prov). Since the Air Force is Provisional it can have no Table of Organization nor Table of Equipment, and therefore it uses the T/O and T/E of the 63rd Fighter Wing to form its Air Force.

Orders from USTAAF, ETOUSA, and other headquarters, refer to "The 63rd Fighter Wing (known as First Tactical Air Force Prov)".

In addition to assigning personnel almost double the strength authorized, and completely in excess of authorized ranks and grades, higher headquarters have assigned units to the 63rd Fighter Wing "known as First Tactical Air Force (Prov)". However, like the assignment of Personnel, the assignment of units is only a technicality to allow First Tactical Air Force authority over these units, and no connections are maintained between these units and the 63rd Fighter Wing.

All Personnel are assigned to the 63rd Fighter Wing and placed on detached service to the First Tactical Air Force (Prov).

The 63rd Fighter Wing keeps a Morning Report on all assigned personnel, and carries those on detached service to the Air Force in the "Assigned, absent column. This Morning Report also carries anything that may affect the status of personnel, such as sick, confinement, death, etc. The Wing makes all strength reports, the Machine Records Unit roster of Officers and Enlisted Men, and the AAF Form 127. It maintains files of all orders pertaining to its personnel, and

organi,ation, answers all correspondence pertaining to the 63rd Fighter Wing, both on matters pertaining to its operations in MTOUSA, and on its present duties and personnel, and transmits personnel records either to First Tactical Air Force (Prov) for those on detached service or to other units for those reassigned.

All equipment that the Air Force requested the Wing to secure, was gotten, entered on the Wing property books, and given to the Air Force Supply Officer on Memorandum Receipt.

The Wing has received, and continues to receive, a large volume of mail and packages for former personnel, which are transmitted to the new organizations of the men involved. This is a daily duty.

For a month after arrival in ETOUSA, the Wing received a large amount of classified operational memoranda from MTOUSA. Receipts were signed for these documents, the documents destroyed, and letters sent to the headquarters involv-ed requesting that they cease sending such matter as we were non-operational. At the end of this month, operational material had all but ceased to arrive from MTOUSA.

To assist in performing the duties of the Wing, 1st Lt. CHESTER J. BYRNS was assigned and appointed Wing A-4, and Adjutant of the Headquarters Squadron. Two enlisted men were assigned and placed on duty in the orderly room, S/Sgt. Otto Lenk from the 134th Replacement Battalion and S/Sgt. Morris Perkins from Sixth Army Group.

Much speculation has been made whether:

a. The Air Force will drop the Provisional, receive War Department approval, and the 63rd Fighter Wing redesignated the Headquarters and Headquarters Squadron, First Tactical Air Force.

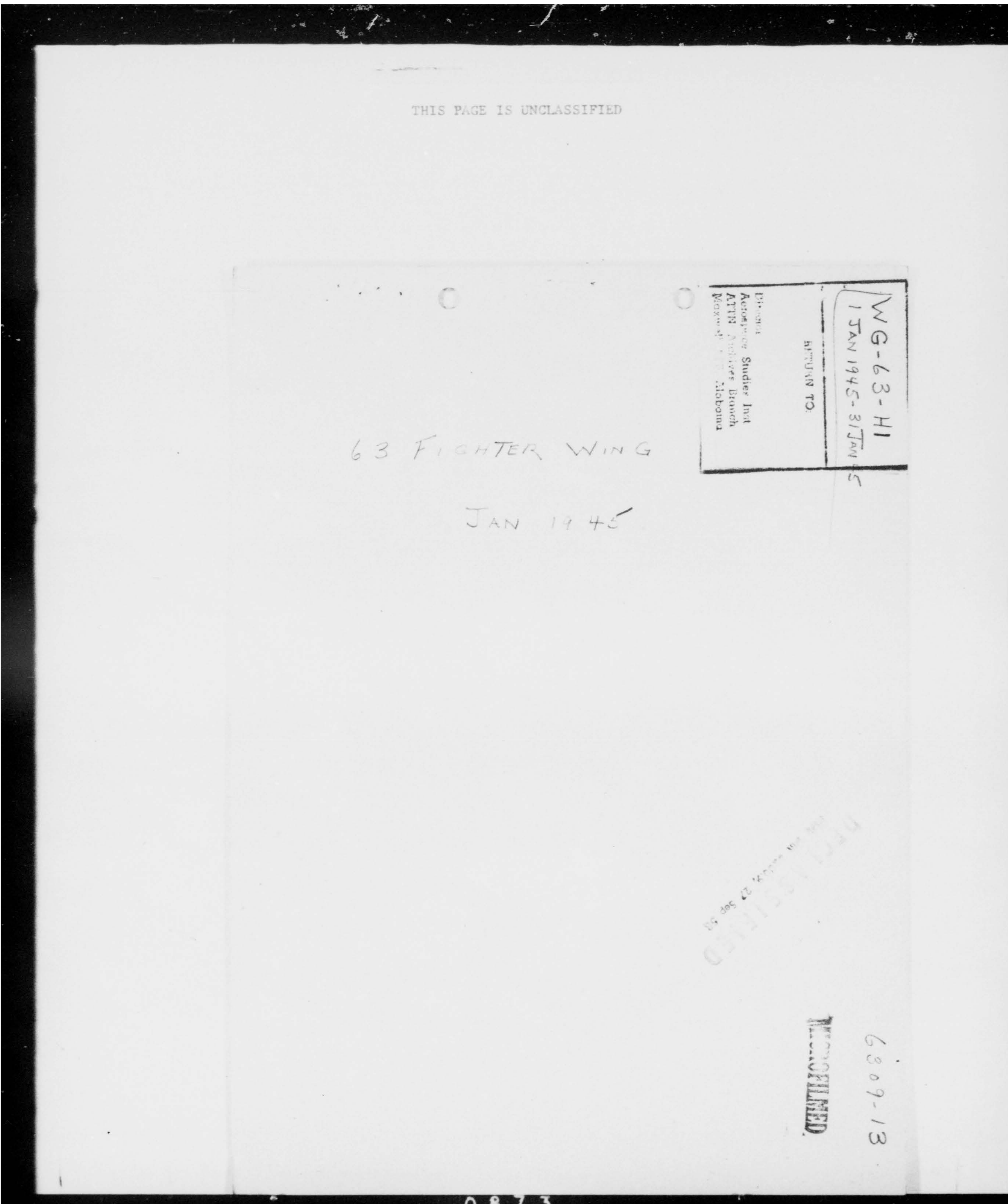
b. The Air Force recognized as a War Department organization and the 63rd Fighter Wing disbanded, and another unit made Air Force Headquarters and Headquarters Squadron.

c. The Air Force dropped, and some of its personnel assigned to the 63rd Fighter Wing, to bring the Wing up to strength, and the Wing sent to duty in this or other theatres.

Whatever the decision, the Headquarter Squadron of the 63rd Fighter Wing is maintaining its files and establishing its personnel section so that it could with no difficulty act as an Air Force or Wing Headquarters Squadron.

During early December the weather was bad; bitter cold, sunless, and heavy snow. However, just before Christmas the weather improved and the sun became a daily occurance. An excellent Christmas was had by both Officers and Enlisted Men, with the traditional Christmas dinner through the courtesy of the Quartermaster.

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S E C R E T

WG-63-H-1
JAN 45

HEADQUARTER SQUADRON
SIXTY THIRD FIGHTER WING

APO 374, U. S. ARMY,
17 February 1945.

AIR FORCE First Tactical Air Force (Prov)

COMMAND

WING 63rd Fighter Wing

DATES Incl'd 1 January 1945 to 31 January 1945.

S E C R E T

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SHEET #71 OUTLINE HISTORY, HEADQUARTERS, 63rd FIGHTER WING

MONTH JANUARY 1945 PREPARED BY 1st Lt. CHESTER J. BYRNS.

1. Outline History of the 63rd Fighter Wing for the period 1 January 1945 to 31 January 1945.

a. Original Units

(1) Original designation - 2nd Air Defense Wing.

(2) Place of Activation - Santini, Mitchell Field, L.I., N.Y.

(3) Date of Activation - 12 December 1942.

(4) Authority for Activation - Letter A. G., Subject: "Constitution and Activation of Certain Air Defense Wing."

b. Changes in Organization.

(1) Changes in Designation - Nil.

(2) Echelons or Units.

a) Gains - Nil.

b) Losses - Nil.

(3) Changes in Commanding Officers - None.

(4) Changes of Staff Officers - None.

c. Strength, Commissioned and Enlisted.

(1) Month of January 1945 - Headquarters and Headquarters Squadron 63rd Fighter Wing.

a) At beginning 133 Officers - 310 Enlisted Men

b) Net Increase 31 Officers - 79 Enlisted Men

c) Net Decrease 0 Officers - 0 Enlisted Men

d) At end 164 Officers - 389 Enlisted Men

d. Station

(1) Name of Station - Vittel, France, "Z" 6757.

SHEET #72 OUTLINE HISTORY, HEADQUARTERS, 63rd FIGHTER WING

MONTH JANUARY 1945 PREPARED BY 1st Lt. CHESTER J. BYRNS.

a) Administration - Nouvel Hotel, Vittel, France.

b) Quarters - Officers - Thermes Hotel, Vittel, France.

c) Quarters - Enlisted Men - Nouvel Hotel, Vittel, France.

e. Movements of Unit.

(1) None.

f. Campaigns.

(1) Nil.

g. Operations.

(1) Nil

h. Command Officers on Important Missions.

(1) None.

i. Losses in Action.

(1) Nil.

j. Awards.

(1) Nil.

k. Photographs

(1) Nil.

l. Promotions

(1) Nil.

2. **Narrative** - The Wing continued to grow by leaps and bounds during January, as personnel were assigned to it to create the First Tactical Air Force (Prov). To balance the overstrength table of Organization, USSTAF gave the 63rd Fighter Wing several bulk allotments of ranks and grades, totaling an additional 28 Officers ranks and 288 Enlisted grades. All the additional Officers grades were more than absorbed.

SHEET #73 | OUTLINE HISTORY, HEADQUARTERS, 63rd FIGHTER WING

MONTH JANUARY 1945. | PREPARED BY 1st Lt. CHESTER J. BYRNS.

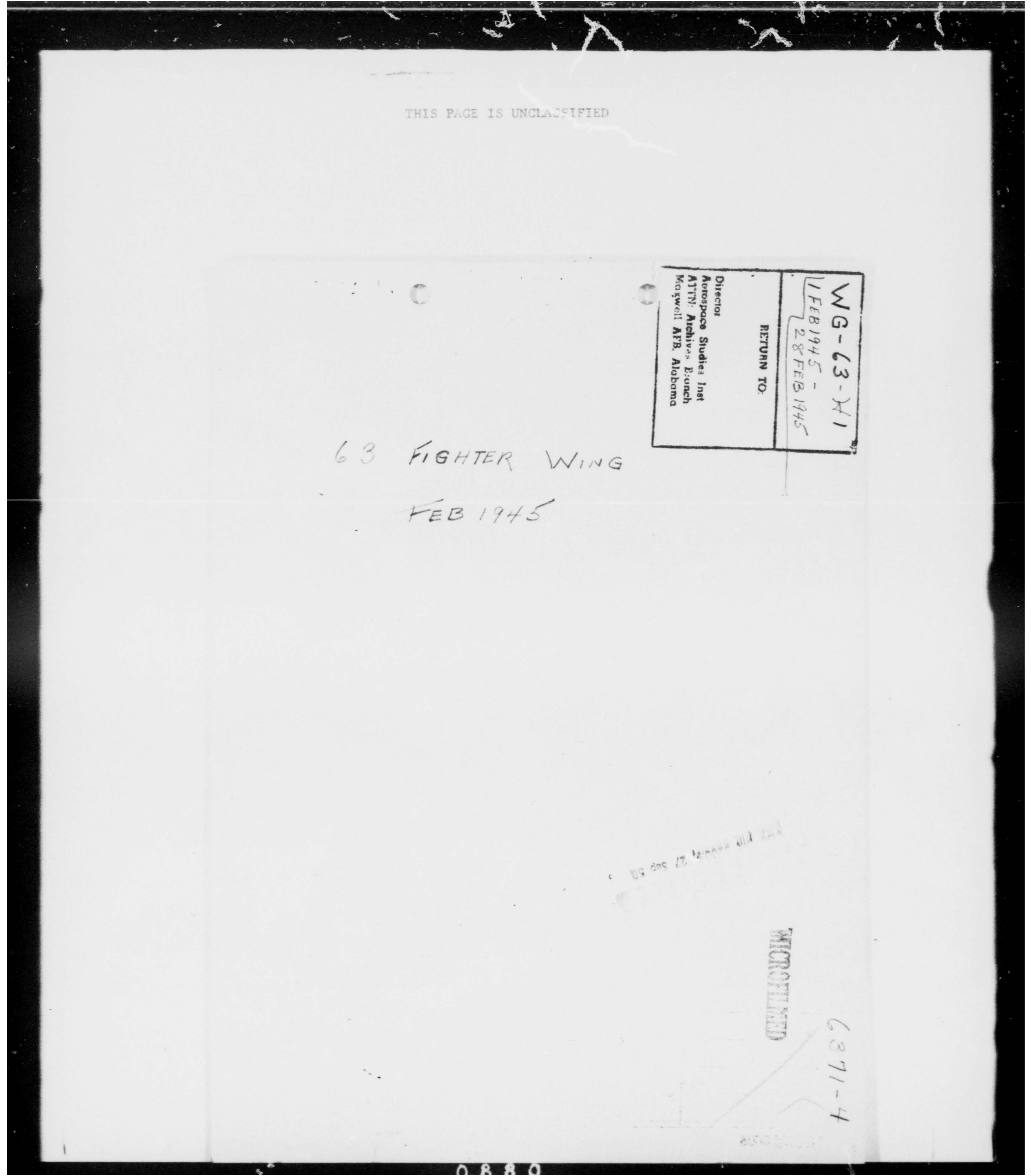
More units were assigned during the month. These units were assigned to the 63rd Fighter Wing "(known as the First Tactical Air Force Provisional)," and included both Tactical and Service units, ranging in size from a Veterenarian Detachment to a Tactical Air Command. This assignment is only a paper move to give the Provisional Air Force control over them, and no channels between the 63rd Fighter Wing, and the units are maintained.

One Officer, 1st Lt., SAM BLOCK, MAC, O-1534216, assigned this Wing from the 70th Replacement Depot, died en route in England of a heart attack on the 5 January 1945.

The Wing still receives a heavy amount of mail and packages for former personnel of the Wing who are in other units in Italy.

On the 31st of January 1945, Major General Ralph Royce, O-3731, was relieved from assignment to the 63rd Fighter Wing, and returned to the Zone of Interior. Brigadier General Gordon P. Saville, O-17006, was assigned to the 63rd Fighter Wing from the XII Tactical Air Command, on 30 January 1945 and assumed Command of the First Tactical Air Force (Prov).

Weather in January was very bad, with constant rain and cold. Fuel shortage made living conditions a bit difficult..



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WG-63-#1
(Feb 45

S E C R E T

HQ & HQ SQUADRON
63RD FIGHTER WING

APO 374, U S Army
17 March 1945

AIR FORCE First Tactical Air Force (Prov)

COMMAND

WING 63rd Fighter Wing

DATES (Incl) 1 February 1945 to 28 February 1945

5-18

S E C R E T

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SHEET #74 OUTLINE HISTORY, HEADQUARTERS, 63rd FIGHTER WING

MONTH FEBRUARY 1945 PREPARED BY 1ST LT CHESTER J BYRNS

1. Outline History of the 63rd Fighter Wing for the period 1 February 1945 to 28 February 1945.

a. Original Unit

(1) Original designation - 2nd Air Defense Wing

(2) Place of Activation - Santini, Mitchel Field, LI, NY

(3) Date of Activation - 12 December 1942

(4) Authority for Activation - Letter,AGO, Subject: "Constitution and Activationof Certain Air Defense Wings."

b. Changes in Organization.

(1) Changes in Designation - Nil

(2) Echelons or Units

a) Gains - Nil

b) Losses - Nil

(3) Changes in Commending Officers - None

(4) Changes of Staff Officers - None

c. Strength, Commissioned and Enlisted.

(1) Month of January 1945 - Headquarters and Headquarters Squadron, 63rd Fighter Wing.

a) At beginning	163 Officers	-	388 Enlisted Men
b) Net Increase	1 Officer	-	101 Enlisted Men
c) Net Decrease	0 Officers	-	0 Enlisted Men
d) At end	164 Officers	-	489 Enlisted Men

d. Station

(1) Name of Station - Vittel, France, "VZ" 6757

a) Administration - Nouvel Hotel, Vittel, France.

b) Quarters - Officers - Thermes Hotel, Vittel, France.

c) Quarters - Enlisted Men - Nouvel Hotel, Vittel, France.

e. Movements of Unit.

(1) None

f. Campaigns.

(1) Nil

g. Operations.

(1) Nil

h. Command Officers on Important Missions.

(1) None.

i. Losses in Action.

(1) Nil.

j. Awards.

(1) Nil.

k. Photographs

(1) Nil.

l. Promotions.

(1) Nil.

2. Narrative - On 22 February 1945, Brigadier General Gordon P Saville, O-17006, USA, assigned 63rd Fighter Wing and on detached service to First Tactical Air Force (Prov), was relieved from assignment to the 63rd Fighter Wing and command of the First Tactical AF (Prov) and he returned to the United States.

SHEET #76 OUTLINE HISTORY, HEADQUARTERS, 63rd FIGHTER WING

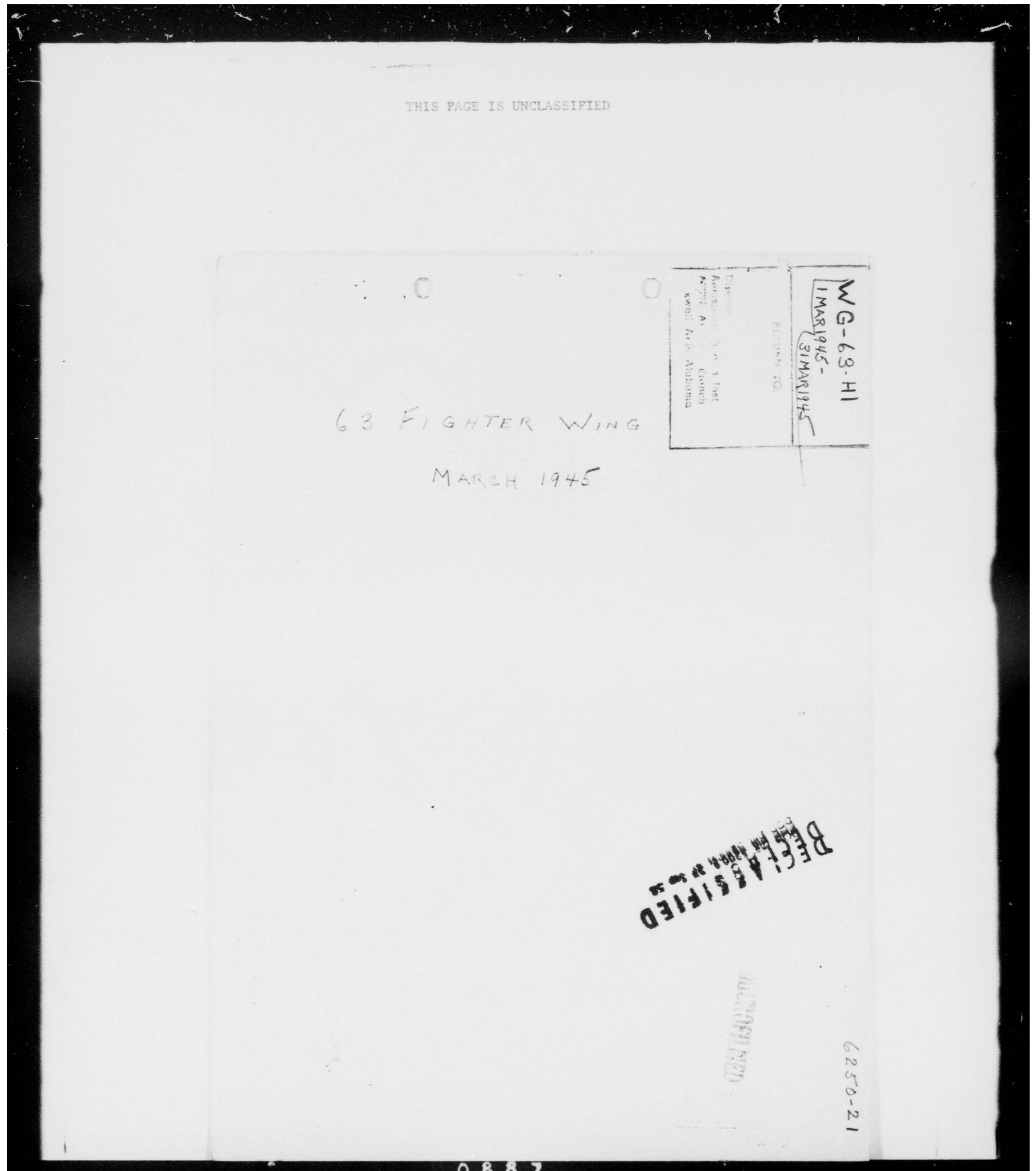
MONTH FEBRUARY 1945 PREPARED BY 1ST LT CHESTER J BYRNS

On the same day, Major General Robert M Webster, O-11946, USA, was assigned to the 63rd Fighter Wing and placed DS with First Tactical AF (Prov) from Hq Twelfth Air Force, and assumed command of First Tactical AF (Prov) per General Order 24, Hq First Tactical AF (Prov), dated 22 February 1945.

During the month the wing received about 130 enlisted men, who were formerly assigned to the Infantry, for duty with First Tactical AF (Prov). These men, all of whom were combat men, are limited service for medical reasons. Most of them are of the sixth and seventh grades. They all seem satisfied, even happy, to be with the Air Force. A great many of them were assigned to duties in the Motor Pool, the Security and Utilities Sections, who were in great need for men. Those who possessed clerical background were assigned to the Staff Sections. All officers who have these limited service men working for them express great delight with their efficiency and character. A large number are limited service for mental reasons, but there has been no case of any man displaying any great state of nervousness

During the month a score or more of men were transferred to the Infantry for training as combat troops although it couldn't be said the men were overjoyed to join the Infantry, there were no cases of shirking or disatisfaction.

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WG-63-HI
MAR 45

HEADQUARTERS AND HEADQUARTERS SQUADRON
63RD FIGHTER WING
APO 374

19 April 45

SUBJECT: Historical Records.

TO : Commanding General, First Tactical Air Force (Prov), APO 374 U.S. Army.

1. Outline history of the 63rd Fighter Wing for the period 1 March 1945 through 31 March 1945.

a. Present designation: Headquarters & Headquarters Squadron 63rd Fighter Wing assigned to the First Tactical Air Force (Prov).

b. Changes in Organization:

(1) Change in Designation - None

(2) Subordinate Units - None

(3) Change in Commanding Officer - Capt Eli C. Mayfield was releived of command and Capt Jack E. Weaver was assigned to duty as Commanding Officer.

(4) Change of Staff Officers - None

(5) Change in T/O's - Squadron reorganized 1 March 1945, under T/O 1-10-1, dated 24 September 1944 Per General Order No. 31, Headquarters First Tactical Air Force (Prov) dated 28 Feburary 1945.

c. Strength - Commissioned and Enlisted.

(1) Month of March 1945.

(a) At Beginning - Officers 164; Enlisted Men 533.

(b) Net increase - Officers 41; Enlisted Men none.

(c) Net decrease - Officers none; Enlisted Men 12.

(d) Net at end - Officers 205; Enlisted Men 521.

d. Station.

(1) Headquarters and Headquarters Squadron 63rd Fighter Wing Vittel, France.

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(a) Movement - None

(b) Campaigns - None

(c) Operations - None

(d) Commanding Officer important mission - None.

(e) Losses in action - None

(f) Former and present members who have distinguished themselves in action - None.

2. Enclosed is War Diary for the Headquarters and Headquarters Squadron 63rd Fighter Wing for the period 1 March 1945 through 31 March 1945. Supporting Documents are attached.

Jack E. Weaver

JACK E WEAVER,
Captain A.C.
Commanding

1 Incl:
Incl #1- War Diary (March 1945)

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First Tactical Air Force (Prov) and appointed Commanding Officer of Headquarters and Headquarters Squadron 63rd Fighter Wing. First Sergeant Clarence H. Faulkner was called back from temporary duty with the A D L S team of the First Tactical Air Force Signal Section to be First Sergeant of Headquarters and Headquarters Squadron 63rd Fighter Wing.

4. On the day that the I Tactical Air Force Service Command (Prov) was organized, 14 March 1945, seventy-eight (78) officers and two-hundred twenty-nine (229) enlisted men were releived from attached with the Air Force and were attached with the Service Command. This original group of officers and enlisted men has the tremendous task of organizing an Air Force Service Command. Their strength, however has steadily increased through the remainder of the month. Brigadier General Edmund C. Langmead was appointed Commadning General of the new Service Command, General Langmead is a Regualar Army Officer and has many years experience organizing different commands for the Army.

5. Due to the shortage of housing space, Headquarters and Headquarters Squadron 63rd Fighter Wing was moved into the same office with the 71st Fighter Wing but continued to function seperately.

6. Due to the lack of office space, equipment and clerical help the 63rd Fighter Wing finds it rather difficult to carry on the "paper war" and render its required reports on time.

7. The seven (7) day furloughs in the United Kingdom and the three day passes in Paris are still in effect and the quota is filled each time that a liberty run is made. The men are all anxious to avail themselves of the privelege of seeing "Gay Paree" and to visit wives, sweet-

HEADQUARTERS AND HEADQUARTERS SQUADRON
63RD FIGHTER WING
APO 374

19 April 45

OFFICIAL SQUADRON DIARY

1 March 1945 to 31 March 1945

1. The 63rd Fighter Wing was reorganized 1 March 45 Per General Order No. 31, Headquarters First Tactical Air Force (Prov) dated 28 February 1945 in accordance with T/O and E 1-10-1 dated 24 September 1944 with an authorized Strength of fifty-three (53) officers, one (1) Warrant Officer, and one hundred ninety-one (191) enlisted men.

2. The officer strength increased forty-one (41) during the month with the majority going to the I Tactical Air Force Service Command (Prov) which was orgainsed on the 14 March 1945. The 63rd Fighter Wing is known as the First Tactical Air Force (Prov) therefore all men assigned to this organization are on duty with the First Tactical Air Force (Prov) or now since the I Tactical Air Force Service Command (Prov) has been organized, with it.

3. Captain Eli C. Mayfield and First Lieuteant Chester J. Byrns Jr., who were Commadning Officer and Adjutant respectively of the 63rd Fighter Wing before the I Tactical Air Force Service Command (Prov) was orgnaized were transferred to the Headquarters and Headquarters Squadron I Tactical Air Foree Service Command to do the job of orgnaizing and setting up that organization. T/Sgt Pitenburg, S/Sgt Lenk, Pfc Puccio, Pvts Mauriello and Rice were the enlisted men on duty with the 63rd Fighter Wing and were also transferred to the Service Command. Captain Jack E Weaver was relieved duty as Personnel Officer of Headquarters and Headquarters Squadron

hearts, and friends in the United Kingdom that they became acquainted with while stationed there. This pass and furlough privelege has helped moral tremendously in this command.

8. Major Jameson returned to the United States for temporary duty and leave, after being over seas for more than thirty months. Col Reeves was returned to the United States for further duty after many months over seas. If the rotation plan was working better, it would help moral a great deal, as it would give the men hope and something to look forward to after being over seas a certain length of time.

9. Promotions during the month included seventeen privates who were appointed Private First Class on the 15th of March. T/Sgt Jurow was discharged for the convenience of the Government to accept a commission as a 2nd Lieutenant in the Medical Administrative Corps (AUS) on the 6th of March. T/Sgt Carbaugh was discharged for the convenience of the Government to accept a commission as a 2nd Lieutenant in the Air Corps (AUS) on the 19th of March. T/Sgt Wayland was transferred to the 9th Reinforcement Depot to attend the Infantry Officers Candidate School on the 23rd of March.

Jack E. Weaver

JACK E. WEAVER,
Captain, A. C.,
Commanding.

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NARRATIVE: Headquarters and Headquarters Squadron, 86th Air Depot Group, APO 374, U.S. Army, 31 March 1945.

March 1945 found Headquarters & Headquarters Squadron still quartered in the village of Eclaron.

Cpl Raymond F. Courage, Duty NCO, left the organization to attend Infantry Officer Candidate School. Replacements from the Army Ground Forces, all wounded combat men, joined the Squadron to fill places left vacant by men transferring to the Infantry.

Sgt Andrew Chencharik, Cpls Ray W. Askildson, Eugene Gladgo, Thomas Dunn, Pfc Robert A. Larsen, Pvts John C. Roberts, Oscar M. Shasteen, Paul E. Tellup, Norman Conn, Jim Noble and James Blusher were transferred to the Infantry during the month.

Donald H. Hiltner, former chief clerk in the medical section exchanged his technical sergeant's chevrons for a gold bar and commission in the Medical Administrative Corps.

Major Richard L. Johnson and Captain Alan T. Dowler were transferred to the 98th Depot Supply Squadron and Captain George Sims and Captain Thomas E. Cox were transferred to the 22nd Depot Repair Squadron.

The Group Technical Inspector, Norman R. Waddington was promoted to the grade of First Lieutenant.

The Squadron continued to have the weekly dance in the unit day room. Tenative plans for an enlisted mens club were drawn up. By-laws for it were copied from the Officers Club and the charter and name submitted for approval by the Group Commander.

S E C R E T

Narrative continued;

Special Services personnel and other members of the squadron presented two skits for the Informationa and Education Office. Taking part were Major Leon F. Fife, Squadron Commander, Lieutenant Donald W. Binder, Squadron Adjutant, S/Sgt Leon A. Madrowski, Pfc Bernard Priest, Cpl Spencer Boise, T/Sgt Hampton S. Clay, Sgt Thomas Coleman, Cpl Solomon Beton, Cpl Everett Uskoski.

Cpl Beton continued to conduct his weekly class in French in the unit mess hall. Movies were still available several times weekly. 48 hour passes to Paris continued and several men went on furlough to Englandduring the month.

Sgts Hayes and Stambush were sent to the United States under the rotation plan.

A Squadron softball team has been formed and will play in the group league. S/Sgt Frank Linnardt has been elected captain.

Leon F. Fife
LEON F. FIFE
Major, Air Corps
Commanding

S E C R E T

HEADQUARTERS AND HEADQUARTERS SQUADRON
86TH AIR DEPOT GROUP
APO 374

31 March 1945

SUBJECT: Unit History

TO : Commanding Officer, 86th Air Depot Group, APO 374, U.S. Army (ATTN Group Statistical Officer)

1. Transmitted herewith is history of Headquarters and Headquarters Squadron 1 to 31 March inclusive.

ORGANIZATION: Negative.

MOVEMENT: Negative.

STRENGTH: As of 31 March 153 EM, 30 Officers.

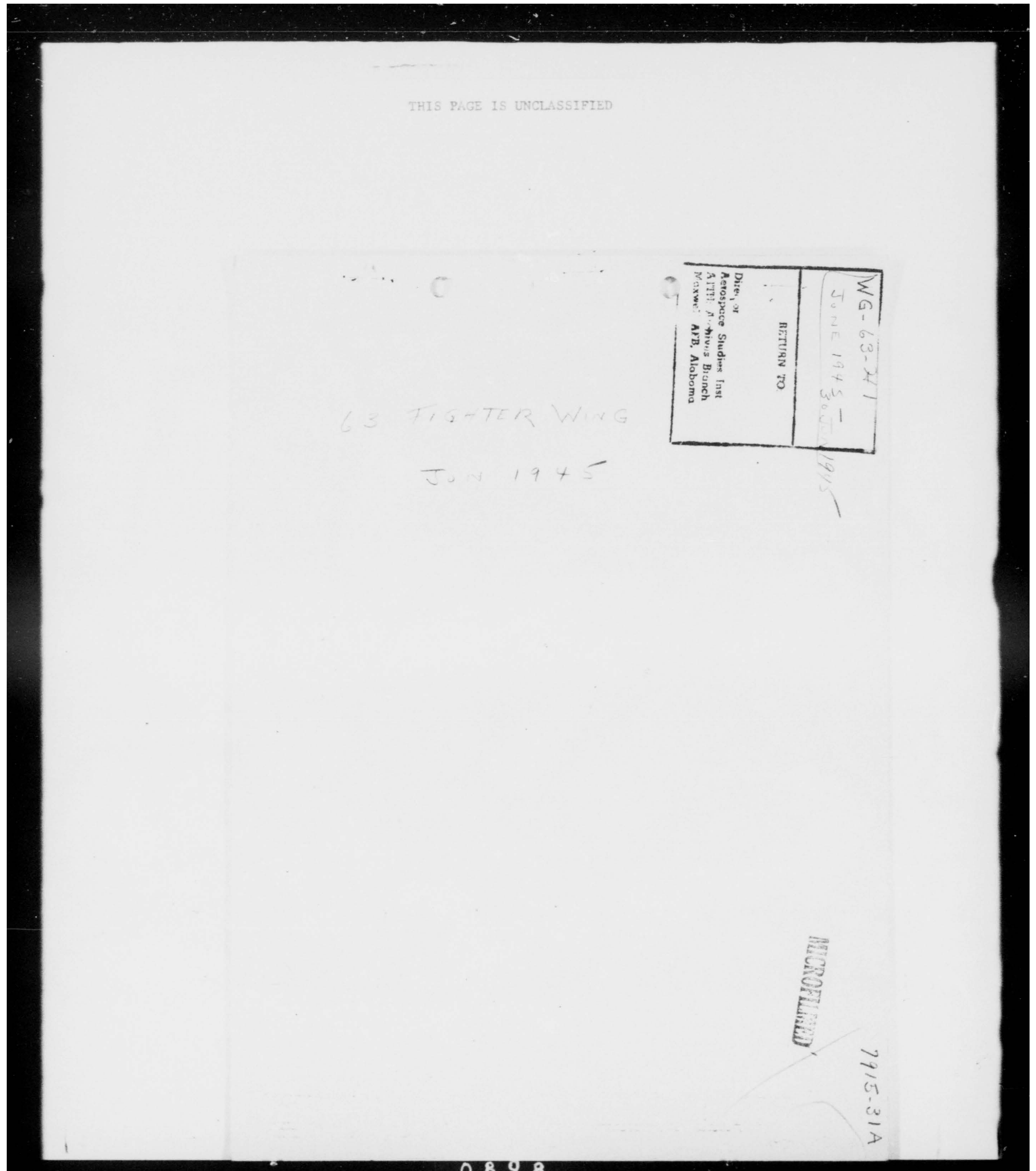
DECORATIONS: Negative.

CASUALTIES: Negative.

LEON F. FIFE
Major, Air Corps
Commanding

Incl: Narrative.

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HEADQUARTERS AND HEADQUARTERS SQUADRON
63rd FIGHTER WING
APO 374

SUBJECT: Historical Records
TO : Commanding General, 63rd Fighter Wing, APO 374

1. Outline History of the 63rd Fighter Wing for the period 1 June through 30 June 45.

a. Present designation: Headquarters and Headquarters Squadron, 63rd Fighter Wing.

b. Change in organization: none

1) Change in designation: none

2) Subordinate units: none

3) Change in Commanding Officer: none

4) Change in staff officers: none

5) Change in T/O's: none

c. Strength - Commissioned and Enlisted

1) Month of June 1945

a) At beginning: officers 106, EM 322

b) At end of month: officers 52, EM 202

c) Net increase: officers 0, EM 0

d) Net decrease: officers 54, EM 120

d. Station

1) Headquarters and Headquarters Squadron, 63rd Fighter Wing, Schwabisch Hall, Germany

31.

0809

2) Movement: Departed Heidelberg, Germany WR 7090 at 0700 hours 14 June 45. Arrived at Schwabisch Hall Germany WS 4660 at 1100 hours 14 June 45.

e. Campaigns: none

f. Operations: none

g. Commanding Officer important missions: none

h. Losses in action: none

i. Awards and decorations: None, except to 2 Ground Forces men assigned to the organization who distinguished themselves in action prior to joining the Air Force.

2. Enclosed is War Diary for Headquarters and Headquarters Squadron, 63rd Fighter Wing, for the period 1 June through 30 June 45.

Jack E. Weaver

JACK E. WEAVER
Captain, Air Corps
Commanding

63 FIGHTER WING
DIARY
1 JUNE THROUGH 30 JUNE

During the entire month the Wing was busy with the problems arising from the dissolution of the First Tactical Air Force. After the 71st Wing left for Nancy and redeployment, 63rd Wing had the job of turning back requisitioned properties in Heidelberg, transferring out the overstrength officers and enlisted men and then of moving to new headquarters at Schwabisch Hall. By the end of the month, 54 officers and 120 enlisted men had been transferred out.

The move from Heidelberg to our new home at Schwabisch Hall, 80 miles away, was completed on June 14. The convoy left Heidelberg at 0700 hours and arrived at Schwab Hall at 1100 hours.

64th Wing and the First Armored Division were already in this unmarred city of 10,000 civilians, but there was plenty of room for the 63rd Wing. The enlisted men were billeted in three 3-storey apartment houses from which the civilians had recently been evacuated, as they had from the private houses in which the officers were lodged. EM mess and club were quickly set up in one of the billets and the officers mess and club were located in a hotel.

The regular work of the Wing was carried on, but there was plenty of time for recreational activities. Three baseball diamonds were available to Wing personnel and games were played with the other organizations in the area. There were two theatres and occasionally a USO show stopped over. The men used the local swimming hole for awhile but a diphtheria scare caused it to be put off limits.

Morale among the men was high and relations with the local germans were amicable. Details, such as cleaning Wing Hq and KP in the mess hall, were pulled mostly by DP's from a nearby camp. Passes and furloughs to Paris and London were available. Classes in American government were taught by Captain Sullivan, while he was with the Wing, and many men were planning to attend Army schools and universities.

While many T/O vacancies were created when men x were redeployed, soldiers with the same rank were assigned from other units to fill these vacancies and no promotions were made. Most of these new men, transferring into the Air Corps from the infantry and armored ground forces, came from the 64th Wing or some signal company for reassignment in the 63rd.

63RD FIGHTER WING
HEADQUARTERS AND HEADQUARTERS SQUADRON

2-5221-3

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HEADQUARTERS AND HEADQUARTERS SQUADRON
63rd FIGHTER WING
APO 374

June - Sept 45

SUBJECT: Historical Records
TO : Commanding General, 63rd Fighter Wing, APO 374

1. Outline History of the 63rd Fighter Wing for the period 1 June through 30 June 45.

a. Present designation: Headquarters and Headquarters Squadron, 63rd Fighter Wing.

b. Change in organization: none

1) Change in designation: none

2) Subordinate units: none

3) Change in Commanding Officer: none

4) Change in staff officers: none

5) Change in T/O's: none

c. Strength - Commissioned and Enlisted

1) Month of June 1945

a) At beginning: officers 106, EM 322

b) At end of month: officers 52, EM 202

c) Net increase: officers 0, EM 0

d) Net decrease: officers 54, EM 120

d. Station

1) Headquarters and Headquarters Squadron. 63rd Fighter Wing, Schwabisch Hall, Germany

2) Movement: Departed Heidelberg, Germany [illegible]R 7090 at 0700 hours 14 June 45. Arrived at Schwabisch Hall Germany [illegible] 4660 at 1100 hours 14 June 45.

e. Campaigns: none

f. Operations: none

g. Commanding Officer Important missions: none

h. Losses in action: none

i. Awards and decorations: None, except to Ground Forces men assigned to the organization who distinguished themselves in action prior to joining the Air Force.

2. Enclosed is War Diary for Headquarters and Headquarters Squadron, 63rd Fighter Wing, for the period 1 June through 30 June 45.

JACK [illegible]. [illegible]AVER
Captain, Air Corps
Commanding

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63 FIGHTER WING
DIARY
1 JUNE THROUGH 30 JUNE

During the entire month the Wing was busy with the problems arising from the dissolution of the First Tactical Air Force. After the 71st Wing left for Nancy and redeployment, 63rd Wing had the job of turning back requisitioned properties in Heidelberg, transferring out the overstrength officers and enlisted men and then of moving to new headquarters at Schwabisch Hall. By the end of the month, 54 officers and 120 enlisted men had been transferred out.

The move from Heidelberg to our new home at Schwabisch Hall, 80 miles away, was completed on June 14. The convoy left Heidelberg at 0700 hours and arrived at Schwab Hall at 1100 hours.

64th Wing and the First Armored Division were already in this unmarred city of 10,000 civilians, but there was plenty of room for the 63rd Wing. The enlisted men were billeted in three 3-storey apartment houses from which the civilians had recently been evacuated, as they had from the private houses in which the officers were lodged. EM mess and club were quickly set up in one of the billets and the officers mess and club were located in a hotel.

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The regular work of the Wing was carried on, but there was plenty of time for recreational activities. Three baseball diamonds were available to Wing personnel and games were played with the other organizations in the area. There were two theatres and occasionally a USO show stopped over. The men used the local swimming hole for awhile but a diphtheria scare caused it to be put off limits.

Morale among the men was high and relations with the local germans were amicable. Details, such as cleaning Wing Hq and KP in the mess hall, were pulled mostly by DP's from a nearby camp. Passes and furloughs to Paris and London were available. Classes in American government were taught by Captain Sullivan, while he was with the Wing, and many men were planning to attend Army schools and universities.

While many T/O vacancies were created when men x were redeployed, soldiers with the same rank were assigned from other units to fill these vacancies and no promotions were made. Most of these new men, transferring into the Air Corps from the infantry and armored ground forces, came from the 64th Wing or some signal company for reassignment in the 63rd.

HEADQUARTERS AND HEADQUARTERS SQUADRON
63rd FIGHTER WING
APO 374

SUBJECT: Historical Records
TO : Commanding General 63rd Fighter Wing

1. Outline History of the 63rd Fighter Wing for the period 1 July through 31 July.

a. Present designation: Headquarters and Headquarters Squadron, 63rd Fighter Wing.

b. Change on organization: none

~~xx~~ 1) Change in designation: none

2) Subordinate units: none

3) Change in Commanding Officer: none

4) Change in staff officers: none

5) Change in T/O's: none

c. This unit is operating under T/O authorization: 1-10-1, Reorganized USSTAF, Ltr file 322, dtd 23 Feb 45. 54 officers and 191 EM auth.

Most recent change in T/O: 127-UK Reporting Guide no. 9 dtd 30 June 1945

d. Strength

1) At beginning of month: officers 52, EM 202

2) At end: officers 57, enlisted men 186

3) Source of information: Morning Report June 30 1945. Morning Report July 31 1945

e. Station

1) Headquarters and Headquarters Squadron, 63rd Fighter Wing, Darmstadt, Germany.

2) Movement: Departed Schwabisch Hall, Germany WS 4660 at 0800 hours 17 July 1945 and arrived at Darmstadt Germany WM 7042 at 1600 hours 17 July 45. Movement effected by motor convoy.

f. Losses in action: none

g. Awards and decorations: none, except to Ground Forces men who were assigned to the organization after distinguishing themselves in action with the Ground Forces.

h. Campaigns: none

i. Operations: none

j. Commanding Officer important missions: none

k. Training Program

1) Training undertaken by unit: none

2) Training operations: none

3) Technical schools attended by personnel: none

2. Enclosed is Diary for Headquarters and Headquarters Squadron, 63rd Fighter Wing, for the period 1 July through 31 July 1945.

JACK E. WEAVER
Captain, Air Corps
Commanding

63rd Fighter Wing
WAR DIARY

1 July through 31 July

During this month the flow of high point men to the States increased and low point men with needed MOS numbers were assigned to Pacific-bound outfits. We continued non-operational and concentrated on placing qualified personnel with the proper units. At one time the orderly room proposed that the name of the Wing be changed to 63rd Replacement Wing. This was disregarded.

On July 17 1945, the Wing made the trek from Schwabisch Hall to Grandstand Barracks, Darmstedt, by motor convoy. We arrived there to find that the post was in poor condition. Dirty buildings, rooms with broken windows and litteredfloors; parade grounds messed up, trash dumps behind the buildings and fences broken - this was just part of the story. For the rest of the month everyone was very busy trying to get things in order.

At 2300 on July 22, Keith C. Koepp, Pfc., ASN 16085017, was fatally injured in an automobile accident on the autobahn near Darmstadt, Germany. He had taken a car without permission and left the base without authorization. While driving on the autobahn Pfc. Koepp ran into the cement guard rail of a damaged overpass bridge. He was taken to a nearby German PW hospital and died soon afterward of a head injury. He was given a military funeral with full honors, conducted by an Army chaplain, and is buried in an American cemetery at St. Avold, France.

On July 27, 1945, the following entry appears: Morrison, Manley J. (AC) 0810925 (DS with 6th ACp) promoted to Capt as of 17 Jul 45 per 26 SO 198 Hq USFET.

In spite of the chaotic condition of the outfit due to old men leaving and new men breaking into new work, organizational activities continued as usual. Everyone was sweating out the direct transfer to the Pacific deal and wishing they had some surety of seeing the States before taking off for foreign parts.

The Germans continued meek and subdued and no incidents were reported. Grandstand Barracks had been inhabited by American troops for several months and the neighborhood had been patrolled. Toward the end of July a check of suspicious activities in the vicinity was made with negative results.

Morale of enlisted men continued high even though there were no promotions and furloughs and leaves fell off. Entertainment and activity on the base kept the men occupied.

JACK E. WEAVER
Captain, Air Corps
Commanding

HEADQUARTERS AND HEADQUARTERS SQUADRON
63rd FIGHTER WING
APO 374

SUBJECT: Historical Records

TO : Commanding General 63rd Fighter Wing

1. Outline History of the 63rd Fighter Wing for the period 1 Aug through 31 Aug.

a. Present designation: Headquarters and Headquarters Squadron, 63rd Fighter Wing

b. Change in organization: none

1) Change in designation: none

2) Subordinate units: none

3) Change in Commanding Officer: Col. Thomas J. Brogan relieved from assignment as Commanding Officer, 63rd Fighter Wing, and assigned to Hq USSTAF per par 2 SO 206 Hq Ninth Air Force on 1 Aug 45.

a) Captain Jack E. Weaver (AC) 0350979, appointed Acting Commanding Officer of Headquarters Squadron, 63rd Fighter Wing, on 31 Aug per par 6 SO 181 Hq 64 Ftr Wg eff 28 Aug 45.

4) Change in staff officers: none

5) Change in T/O's: none

c. Strength

1) At beginning: officers 58, enlisted men 184

2) At end of month: officers 95, EM 206, WO 2

3) Source: Morning Reports, 1 Aug 45, 30 Aug 45

d. Station

1) Headquarters and Headquarters Squadron, 63 rd Fighter Wing, Darmstadt, Germany.

e. Losses in action: none

f. Awards and Decorations: none, except to Ground Forces men who were assigned to this organization after distinguishing themselves in action with the Ground Forces.

g. Promotions: 1 Aug 45

Belcher, Quenton	35774671	Pvt.
Duarte, Salvador H.	39577399	Pvt.
Livermore, Alfred H.	36471080	Pvt.
Lustberg, Arthur	12221144	Pvt.
Maze, George	13131991	Pvt.
Milbrandt, Eugene L.	39275890	Pvt.
Miles, Leslie F.	31151042	Pvt.
Rosenfeld, Theodore	42057390	Pvt.
St. Clair, Archie D.	37646469	Pvt.

Above enlisted men promoted to Pfc per 1 Sq O 24 Hq Sq 63rd Ftr Wg

h. Campaigns: none

i. Operations: none

j. Commanding Officer important missions: none

k. Training program

1) Training undertaken by unit: none
2) Training operations: none
3) Technical schools attended by personnel:
   a) 1/Lt William F. Fisher (AC) on tdy 15 days at RAF Intell School, Highgate, London. Ltr O Hq 64 Ftr Wg, 2 Aug 45

   b) Capt George F. Nash & M/Sgt George Dehringer, DS 60 days Army Univ Center 2, Biarritz, per ltr O Hq 64 Ftr Wg dtd 15 Aug 45

   c) Pfc Kenneth D. Leary tdy 20 days Fld. Center #4 Manchester England.

2. Enclosed is Diary for the period 1 Aug through 31 Aug 45.

Jack E. Weaver
JACK E. WEAVER
Captain, Air Corps

0915

63rd FIGHTER WING
WAR DIARY

1 August through 31 August 45.

In the month of August the 63rd Wing continued to serve as a stopover point for men transferring into units homeward bound and for low-point men hanging over until they could be placed in occupatxion units according to their MOS. Some idea of the turnover can be gotten from the morning reports: at the beginning of the month there were 57 officers and 185 enlisted men and by the end of the month this had changed to 95 officers and 208 EM.

This was the first month spent entirely at one sŧation since the break-up of First Tactical Air Force immediately following V-E Day. The men worked hard at making the run-down Grandstand Barracks into a liveable place. Day-room and library on the ground floor; bar in the basement where the noise would not disturb the rest of the men; Special Service helped out.

About 10 August the Red Cross moved into the Post and began work on an Aero Club. The Club opened on 25 Aug, serving coffee and cakes in anx attractive room, with library and reading room housed in an adjoining r room. Local jive groups, regimental bands and itinerant piano players have made music for the jazz-minded sold- iers here. For the classical music lovers there is a lib- rary of recordings, ranging from voice to full symphony.

Of course, no liquor is served at the Aero Club and the [illegible] Club continues in popularity, with liquor rations used for all and plenty of coca xxx cola available.

Towards the end of the month, Major Morris withdrew from command due to illness and Captain Jack E. Weaver was appointed Acting Commanding Officer of Headquarters Squadron, 63rd Fighter Wing.

Morale of the men continued high, with several going on furlough to Switzerland and England and five others attending schools in England and Biarritz. Nine privates were promoted to pfc. in accordance with the ETO directive promoting privates.

Jack E. Weaver
JACK E. WEAVER
Captain, Air Corps
Commanding

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HEADQUARTERS AND HEADQUARTERS SQUADRON
63rd FIGHTER WING
APO 374

SUBJECT: Historical Records
TO : Commanding General, 63rd Fighter Wing, APO 374

1. Outline History of the 63rd Fighter Wing for the period 1 September 45 through 30 September 45.

a. Present designation: Headquarters and Headquarters Squadron, 63rd Fighter Wing.

b. Change in organization: none

1) Change in designation: none

2) Subordinate units: none

3) Change in Commanding Officer: none

4) Change in staff officers: none

5) Change in T/O's: none

c. Strength

1) At beginning: officers 97, enlisted men 232

2) At end of month: officers 50, enlisted men 275

3) sources: Morning Reports Sept 1, 45, 30 Sept 45

d. Station

1) Headquarters and Headquarters Squadron, 63rd Fighter Wing, Darmstadt, Germany.

e. Losses in action: none

f. Awards and decorations: Marcus A. McCoy, 0-430101 1st Lt. Signal Corps, Headquarters 63rd Fighter Wing received Bronze Star Medal.

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g. Promotions

Gilmore, John J.	13197630	Pvt
Hale, Raymond T.	13119574	Pvt
Henry, James G.	38350746	Pvt
Hilburn, Chastsen	34583336	Pvt
Hudgins, Richard A.	33884820	Pvt
Koval, Dennis .	3695521	Pvt
Pociask, Henry .	3677005	Pvt
Reed, Lloyd .	34903689	Pvt
Vaughn, Robert .	37502545	Pvt
Wolosin, Carl .	32917494	Pvt
Wright, Fred .	7008605	Pvt
Hatcher, Paul R.	35617671	Pvt

Above privates appointed Private First Class under provisions of AR 615-5, 30 June 45. effective 1 Sept 45

h. Campaigns: none

i. Operations: none

j. Commanding Officer important missions: none

k. Training program: none

1) Training undertaken by unit: none

2) Training operations: none

3) Technical schools attended by personnel:

a) Arthur Lustberg, pfc, Tdy Fld Center TUSA, I & E APO 413, Glasgow Scotland, per 28 SO 206 Hq 64 Ftr Wg, for 80 days.

b) S/Sgt Arthur C. Hanson 37174647, Tdy 42 days Hq & Hq Sq XII TAC to study.

2. Enclosed is Diary for Headquarters and Headquarters Squadron, 63rd Fighter Wing, for the period 1 September through 30 September 45.

Jack E. Weaver
JACK E. WEAVER
Captain, Air Corps
Commanding

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DIARY
63rd FIGHTER WING
1 SEPTEMBER THROUGH 30, SEPTEMBER

September found the Wing fairly well settled in its quarters at Grandstand Barracks. Grounds were clean and neat and kept in tip-top condition. There was usually a soft ball game going on or else the Parade Grounds were being used for touch football and badminton. The Aero Club was well patronized, taking the pressure off the Squadron library. Besides, coffee and cake was not served in the library.

It was very hard for most of the men to take their duties seriously, since their main interest centered ~~xx~~ around getting home. Wholesale shipments continued, with 70 points V-E Day or 78 points V-J as the lowest shipping score. These men were sent to units alerted for the trip home and moved out with them. There was doubt for some time whether the 63rd or the 64th Wing would remain for occupation duty, but the 63rd finally got the nod and should be moving out by the middle of October. Low point men will be transferred to the 64th.

The citation for the Bronze Star Medal awarded to 1/Lt Marcus A. McCoy, O-430101,(Signal Corps), reads as follows:

0920

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"For meritorious service not involving participation in aerial flight in direct support of combat operations against an enemy of the United States. During the period 4 April to 31 December 1944, Lt. McCoy distinguished himself as Radar Siting Officer for the 64th Fighter Wing. In the Cassino, Italy, area he constantly exposed himself to enemy fire to find those sites most easily adaptable to radar operation, and his mathematically accurate plan for movement and siting of radars was an important factor in the successful drive north. In preparation for the invasion of Southern France, he calculated radar coverage for several proposed sites and on the invasion his calculations proved so accurate that complete and thorough coverage of the French coast was available. Lt. McCoy's contribution to radar operation in the prediction of radar coverage from transit measurements at the sight or contour maps, enabled the Wing's Radars to operate at maximum efficiency during the Rhone Valley and all future campaigns. Lt. McCoy's meritoriously outstanding work is a direct result of his personal courage, resourcefulness and initiative and is a great credit to himself and the Military Service of the United States."

(signed) GLENN O. BARCUS
Brigadier General, USA
Commanding.

This is probably the last installment of the Squadron History. Many of the men who came into Vittel to activate the

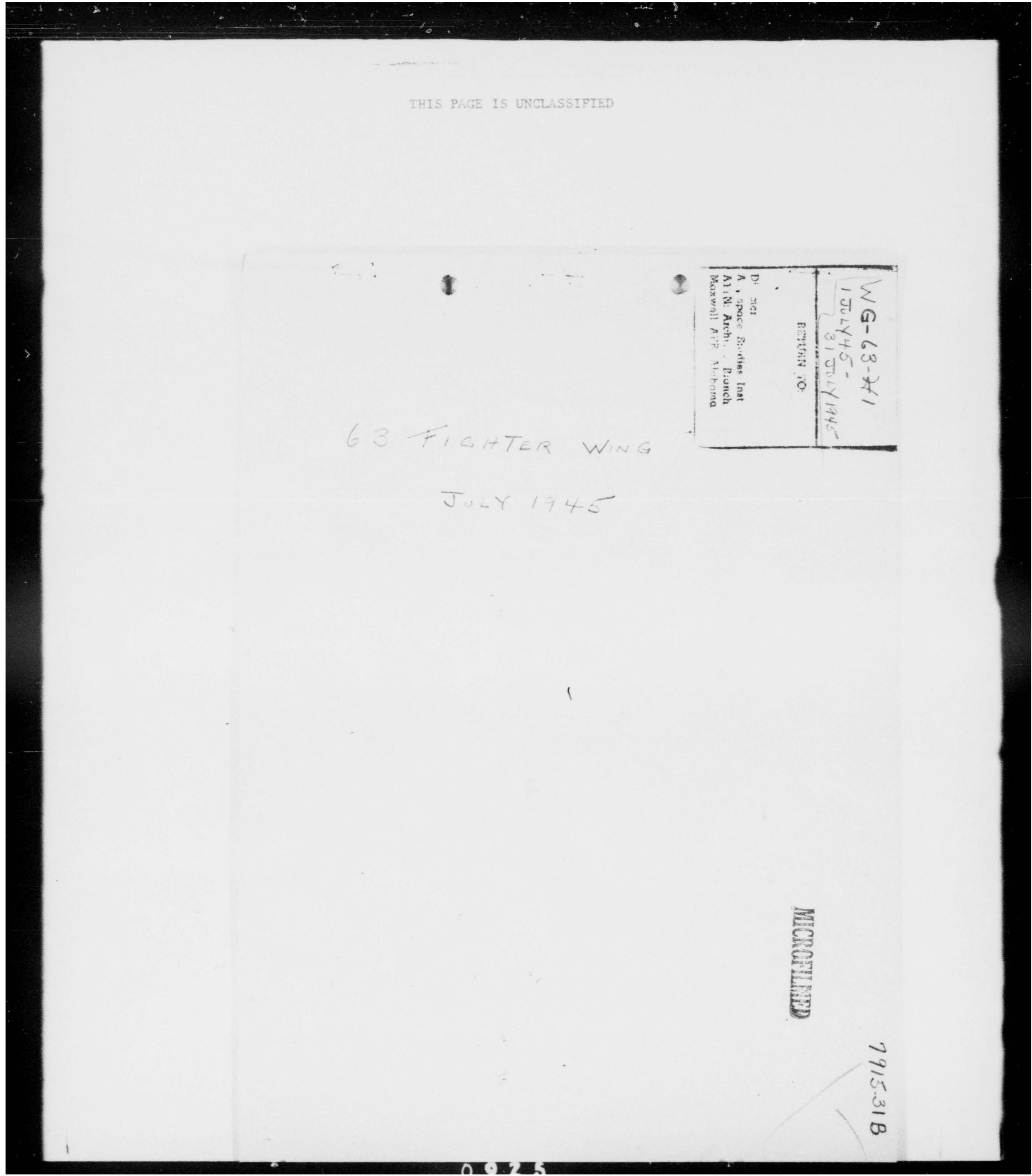
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First Tactical Air Force(Prov) have already gone home to be discharged and the others will be going soon. Theirs was the hard monotonous job of maintaining the activities of a Headquarters without the compensation of commensurate rank. During the provisional days, promotions were not possible and later on transfer into the 63rd filled T/O vacancies as fast as they occurred. They have only the knowledge that they pitched in and worked hard and did a good job at a time when their services were desperately needed. So, to the men of the 63rd, Sieg Heil! and best of luck in civilian life.

JACK E. WEAVER
Captain, Air Corps
Commanding

June, July, August, and September 1945, installments of Diary and History prepared by Pfc Philip Jasper.

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HEADQUARTERS AND HEADQUARTERS SQUADRON
63rd FIGHTER WING
APO 374

SUBJECT: Historical Records
TO : Commanding General 63rd Fighter Wing

1. Outline History of the 63rd Fighter Wing for the period 1 July through 31 July.

a. Present designation: Headquarters and Headquarters Squadron, 63rd Fighter Wing.

b. Change on organization: none

1) Change in designation: none

2) Subordinate units: none

3) Change in Commanding Officer: none

4) Change in staff officers: none

5) Change in T/O's: none

c. This unit is operating under T/O authorization: 1-10-1, Reorganized USSTAF, Ltr file 322, dtd 23 Feb 45. 54 officers and 191 EM auth.

Most recent change in T/O: 127-UK Reporting Guide no. 9 dtd 30 June 1945

d. Strength

1) At beginning of month: officers 52, EM 202

2) At end: officers 57, enlisted men 186

3) Source of information: Morning Report June 30 1945. Morning Report July 31 1945

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e. Station

1) Headquarters and Headquarters Squadron, 63rd Fighter Wing, Darmstadt, Germany.

2) Movement: Departed Schwabisch Hall, Germany WS 4660 at 0800 hours 17 July 1945 and arrived at Darmstadt Germany WM 7042 at 1600 hours 17 July 45. Movement effected by motor convoy.

f. Losses in action: none

g. Awards and decorations: none, except to Ground Forces men who were assigned to the organization after distinguishing themselves in action with the Ground Forces.

h. Campaigns: none

i. Operations: none

j. Commanding Officer important missions: none

k. Training Program

1) Training undertaken by unit: none

2) Training operations: none

3) Technical schools attended by personnel: none

2. Enclosed is Diary for Headquarters and Headquarters Squadron, 63rd Fighter Wing, for the period 1 July through 31 July 1945.

Jack E. Weaver
JACK E. WEAVER
Captain, Air Corps
Commanding

63rd Fighter Wing
WAR DIARY

1 July through 31 July

During this month the flow of high point men to the States increased and low point men with needed MOS numbers were assigned to Pacific-bound outfits. We continued non-operational and concentrated on placing qualified personnel with the proper units. At one time the orderly room proposed that the name of the Wing be changed to 63rd Replacement Wing. This was disregarded.

On July 17 1945, the Wing made the trek from Schwabisch Hall to Grandstand Barracks, Darmstadt, by motor convoy. We arrived there to find that the post was in poor condition. Dirty buildings, rooms with broken windows and litteredfloors; parade grounds messed up, trash dumps behind the buildings and fences broken - this was just part of the story. For the rest of the month everyone was very busy trying to get things in order.

At 2300 on July 22, Keith C. Koepp, Pfc., ASN 16085017, was fatally injured in an automobile accident on the autobahn near Darmstadt, Germany. He had taken a car without permission and left the base without authorization. While driving on the autobahn Pfc. Koepp ran into the cement guard rail of a damaged overpass bridge. He was taken to a nearby German PW hospital and died soon afterward of a head injury. He was given a military funeral with full honors, conducted by an Army chaplain, and is buried in an American cemetery at St. Avold, France.

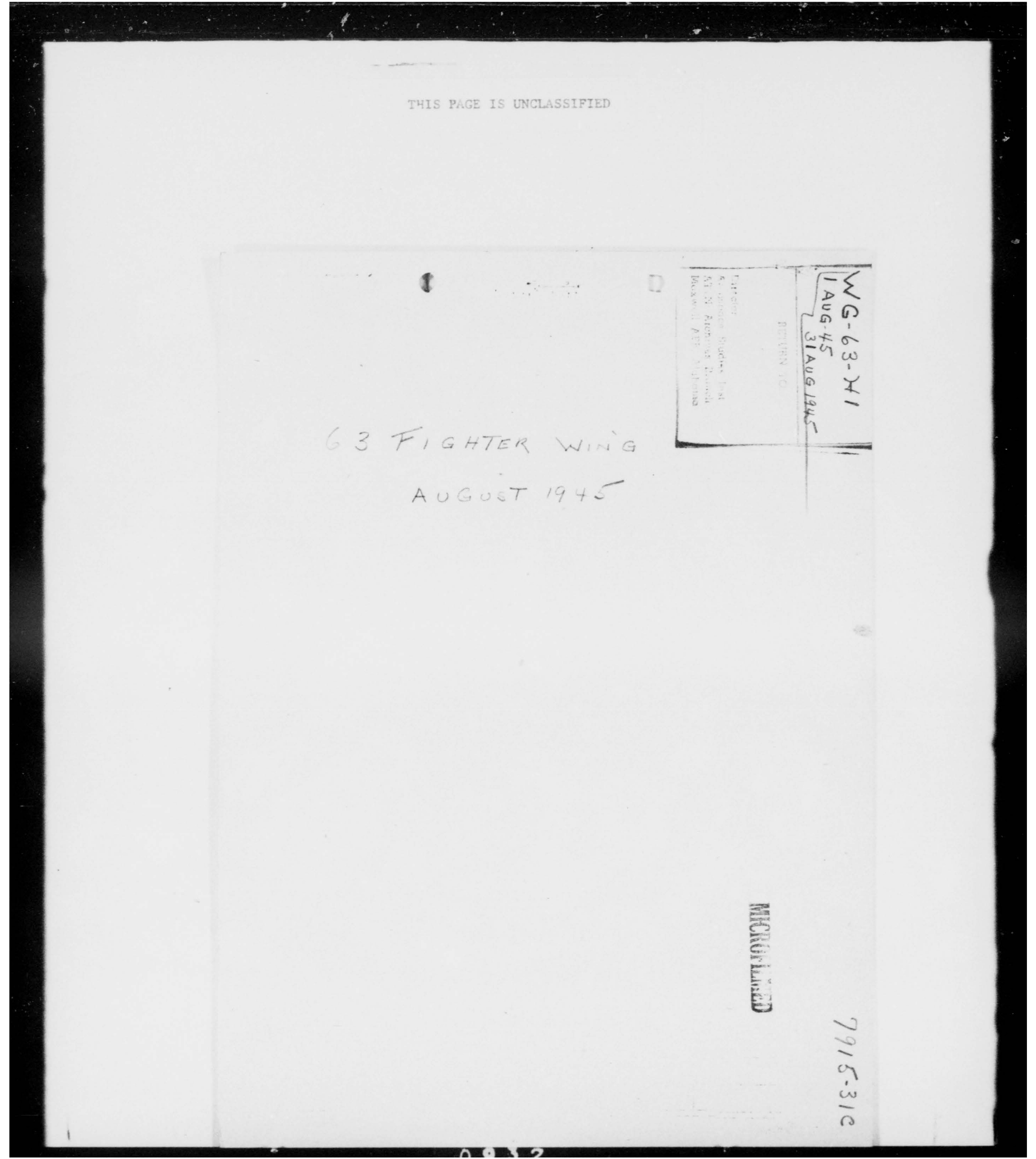
On July 27, 1945, the following entry appears: Morrison, Manley J. (AC) 0810925 (DS with 6th AGp) promoted to Capt as of 17 Jul 45 per 26 SO 198 Hq USFET.

In spite of the chaotic condition of the outfit due to old men leaving and new men breaking into new work, organizational activities continued as usual. Everyone was sweating out the direct transfer to the Pacific deal and wishing they had some surety of seeing the States before taking off for foreign parts.

The Germans continued meek and subdued and no incidents were reported. Grandstand Barracks had been inhabited by American troops for several months and the neighborhood had been patrolled. Toward the end of July a check of suspicious activities in the vicinity was made with negative results.

Morale of enlisted men continued high even though there were no promotions and furloughs and leaves fell off. Entertainment and activity on the base kept the men occupied.

Jack E. Weaver
JACK E. WEAVER
Captain, Air Corps
Commanding



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HEADQUARTERS AND HEADQUARTERS SQUADRON
63rd FIGHTER WING
APO 374

SUBJECT: Historical Records

TO : Commanding General 63rd Fighter Wing

1. Outline History of the 63rd Fighter Wing for the period 1 ~~July~~ Aug through 31 ~~July~~ Aug.

a. Present designation: Headquarters and Headquarters Squadron, 63rd Fighter Wing

b. Change in organization: none

1) Change in designation: none

2) Subordinate units: none

3) Change in Commanding Officer: Col. Thomas J. Brogan relieved from assignment as Commanding Officer, 63rd Fighter Wing, and assigned to Hq USSTAF per par 2 SO 206 Hq Ninth Air Force on 1 Aug 45.

a) Captain Jack E. Weaver (AC) 0350979, appointed Acting Commanding Officer of Headquarters Squadron, 63rd Fighter Wing, on 31 Aug per par 6 SO 181 Hq 64 Ftr Wg eff 28 Aug 45.

4), Change in staff officers: none

5) Change in T/O's: none

c. Strength

1) At beginning: officers 58, enlisted men 184

2) At end of month: officers 95, EM 206, WO 2

3) Source: Morning Reports, 1 Aug 45, 30 Aug 45

d. Station

1) Headquarters and Headquarters Squadron, 63 rd Fighter Wing, Darmstadt, Germany.

e. Losses in action: none

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g. Promotions: 1 Aug 45

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Livermore, Alfred H.	36471080	Pvt.
Lustberg, Arthur	12221144	Pvt.
Maze, George	13131991	Pvt.
Milbrandt, Eugene L.	39275890	Pvt.
Miles, Leslie F.	31151042	Pvt.
Rosenfeld, Theodore	42057390	Pvt.
St. Clair, Archie E.	37646469	Pvt.

Above enlisted men promoted to Pfc par 1 Sq O 24 Hq Sq 63rd Ftr Wg

h. Campaigns: none

i. Operations: none

j. Commanding Officer important missions: none

k. Training program

1) Training undertaken by unit: none
2) Training operations: none
3) Technical schools attended by personnel:
   a) 1/Lt William F. Fisher (AC) on tdy 15 days at RAF Intell School, Highgate, London. Ltr O Hq 64 Ftr Wg, 2 Aug 45

   b) Capt George F. Nash & M/Sgt George Dahringer, DS 60 days Army Univ Center 2, Biarritz, per ltr O Hq 64 Ftr Wg dtd 15 Aug 45

   c) Pfc Kenneth D. Leary tdy 20 days Fld. Center #4 Manchester England.

2. Enclosed is Diary for the period 1 Aug through 31 Aug 45.

Jack E. Weaver
JACK E. WEAVER
Captain, Air Corps

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63rd FIGHTER WING
WAR DIARY

1 August through 31 August 45.

In the month of August the 63rd Wing continued to serve as a stopover point for men transferring into units homeward bound and for low-point men hanging over until they could be placed in occupatxion units according to their MOS. Some idea of the turnover can be gotten from the morning reports: at the beginning of the month there were 57 officers and 185 enlisted men and by the end of the month this had changed to 95 officers and 208 EM.

This was the first month spent entirely at one station since the break-up of First Tactical Air Force immediately following V-E Day. The men worked hard at making the run-down Grandstand Barracks into a liveable place. Day-room and library on the ground floor; bar in the basement where the noise would not disturb the rest of the men; Special Service helped out.

About 10 August the Red Cross moved into the Post and began work on an Aero Club. The Club opened on 25 Aug, serving coffee and cakes in anx attractive room, with library and reading room housed in an adjoining x room. Local jive groups, regimental bands and itinerant piano players have made music for the jazz-minded soldiers here. For the classical music lovers there is a library of recordings, ranging from voice to full symphony.

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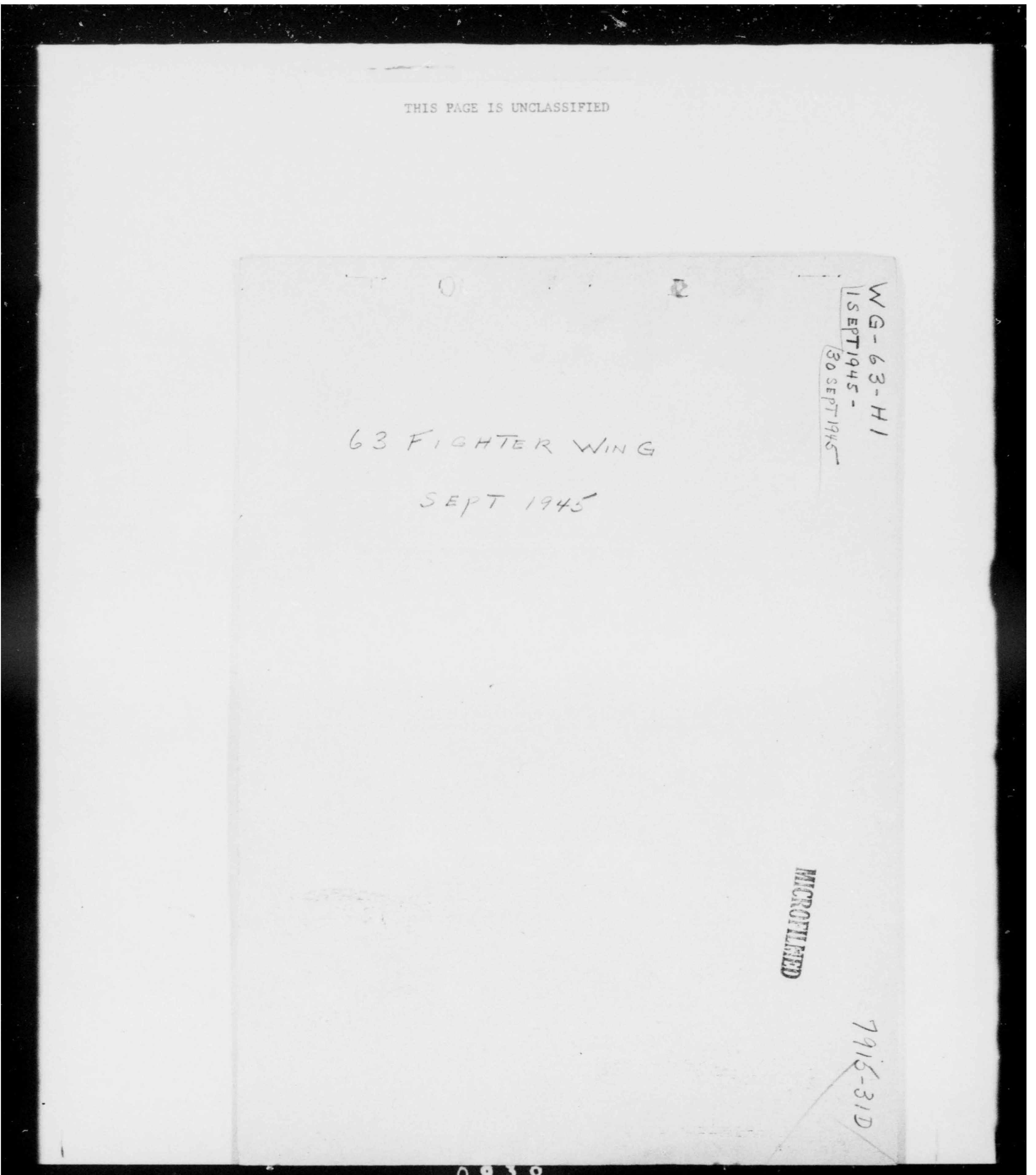
Of course, no liquor is served at the Aero Club and the EM Club continues in popularity, with liquor rations used for all and plenty of coca ~~xix~~ cola available.

Towards the end of the month, Major Morris withdrew from command due to illness and Captain Jack E. Weaver was appointed Acting Commanding Officer of Headquarters Squadron, 63rd Fighter Wing.

Morale of the men continued high, with several going on furlough to Switzerland and England and five others attending schools in England and Biarritz. Nine privates were promoted to pfc. in accordance with the ETO directive promoting privates.

Jack E. Weaver
JACK E. WEAVER
Captain, Air Corps
Commanding

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WG-63-HI
Sept 1945

HEADQUARTERS AND HEADQUARTERS SQUADRON
63rd FIGHTER WING
APO 374

SUBJECT: Historical Records
TO : Commanding General, 63rd Fighter Wing, APO 374

1. Outline History of the 63rd Fighter Wing for the period 1 September 45 through 30 September 45.

a. Present designation: Headquarters and Headquarters Squadron, 63rd Fighter Wing.

b. Change in organization: none

1) Change in designation: none

2) Subordinate units: none

3) Change in Commanding Officer: none

4) Change in staff officers: none

5) Change in T/O's: none

c. Strength

1) At beginning: officers 97, enlisted men 232

2) At end of month: officers 50, enlisted men 275

3) sources: Morning Reports Sept 1, 45, 30 Sept 45

d. Station

1) Headquarters and Headquarters Squadron, 63rd Fighter Wing, Darmstadt, Germany.

e. Losses in action: none

f. Awards and decorations: Marcus A. McCoy, O-430101 1st Lt. Signal Corps, Headquarters 63rd Fighter Wing received Bronze Star Medal.

g. Promotions

Gilmore, John J.	13197630	Pvt
Hale, Raymond T.	13119574	Pvt
Henry, James G.	38350746	Pvt
Hilburn, Chasteen	34583336	Pvt
Hudgins, Richard A.	33834820	Pvt
Koval, Dennis E.	36955210	Pvt
Pociask, Henry A.	36770058	Pvt
Reed, Lloyd E.	34903689	Pvt
Vaughn, Robert M.	37502545	Pvt
Wolosin, Carl S.	32917494	Pvt
Wright, Fred E.	7008605	Pvt
Hatcher, Paul R.	35617671	Pvt

Above privates appointed Private First Class under provisions of AR 615-5, 30 June 45. effective 1 Sept 45

h. Campaigns: none

i. Operations: none

j. Commanding Officer important missions: none

k. Training program: none

1) Training undertaken by unit: none

2) Training operations: none

3) Technical schools attended by personnel:

a) Arthur Lustberg, pfc, Tdy Fld Center V TWCA, I & E APO 413, Glasgow Scotland, par 28 SO 206 Hq 64 Ftr Wg, for 80 days.

b) S/Sgt Arthur E. Hanson 37174647, Tdy 42 days Hq & Hq Sq XII TAC to study.

2. Enclosed is Diary for Headquarters and Headquarters Squadron, 63rd Fighter Wing, for the period 1 September through 30 September 45.

Jack E. Weaver
JACK E. WEAVER
Captain, Air Corps
Commanding

DIARY
63rd FIGHTER WING
XXXXXX,XXXXXXXXXXXXXXXX
1 SEPTEMBER THROUGH 30 SEPTEMBER

September found the Wing fairly well settled in its quarters at Grandstand Barracks. Grounds were clean and neat and kept in tip-top condition. There was usually a soft ball game going on or else the Parade Grounds were being used for touch football and badminton. The Aero Club was well patronized, taking the pressure off the Squadron library. Besides, coffee and cake was not served in the library.

It was very hard for most of the men to take their duties seriously, since their main interest centered xx around getting home. Wholesale shipments continued, with 70 points V-E Day or 78 points V-J as the lowest shipping score. These men were sent to units alerted for the trip home and moved out with them. There was doubt for some time whether the 63rd or the 64th Wing would remain for occupation duty, but the 63rd finally got the nod and should be moving out by the middle of October. Low point men will be transferred to the 64th.

The citation for the Bronze Star Medal awarded to 1/Lt Marcus A. McCoy, 0-430101, (Signal Corps), reads as follows:

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"For meritorious service not involving participation in aerial flight in direct support of combat operations against an enemy of the United States. During the period 4 April to 31 December 1944, Lt. McCoy distinguished himself as Radar Siting Officer for the 64th Fighter Wing. In the Cassino, Italy, area he constantly exposed himself to enemy fire to find those sites most easily adaptable to radar operation, and his mathematically accurate plan for movement and siting of radars was an important factor in the successful drive north. In preparation for the invasion of Southern France, he calculated radar coverage for several proposed sites and on the invasion his calculations proved so accurate that complete and thorough coverage of the French coast was available. Lt. McCoy's contribution to radar operation in the prediction of radar coverage from transit measurements at the sight or contour maps, enabled the Wing's Radars to operate at maximum efficiency during the Rhone Valley and all future campaigns. Lt. McCoy's meritoriously outstanding work is a direct result of his personal courage, resourcefulness and initiative and is a great credit to himself and the Military Service of the United States."

(signed) GLENN O. BARCUS
Brigadier General, USA
Commanding.

This is probably the last installment of the Squadron History. Many of the men who came into Vittel to activate the

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First Tactical Air Force(Prov) have already gone home to be discharged and the others will be going soon. Theirs was the hard monotonous job of maintaining the activities of a Headquarters without the compensation of commensurate rank. During the provisional days, promotions were not possible and later on transfer into the 63rd filled T/O vacancies as fast as they occurred. They have only the knowledge that they pitched in and worked hard and did a good job at a time when their services were desperately needed. So, to the men of the 63rd, Sieg Heil! and best of luck in civilian life.

Jack E. Weaver
JACK E. WEAVER
Captain, Air Corps
Commanding

June, July, August, and September 1945, installments of Diary and History prepared by Pfc Philip Jasper.

HISTORICAL REPORT ON THE SUMMER ENCAMPMENT

OF THE 63RD TROOP CARRIER WING (MEDIUM) AT

GODMAN AIR FORCE BASE, FORT KNOX, KENTUCKY

....

27 MAY 1950 - 10 JUNE 1950

Prepared by

LAWRENCE J. GROSS
Captain USAFR
Historical Officer
63rd Troop Carrier Wing (Medium)
Floyd Bennett Naval Air Station
Brooklyn 34, New York

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HISTORICAL REPORT ON THE SUMMER ENCAMPMENT
OF THE 63RD TROOP CARRIER WING (MEDIUM) AT
GODMAN AIR FORCE BASE, FORT KNOX, KENTUCKY

27 MAY 1950 - 10 JUNE 1950

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On Saturday, 27 May 1950, pursuant to authority contained in Operations Order 6-50, Headquarters, First Air Force, 28 March 1950 and Amendment Number 1, thereto, dated 25 May 1950, commencing at 0700 hours, officers and airmen of the 63rd Troop Carrier Wing reported to their home station, Floyd Bennett Naval Air Station, Brooklyn, New York, for a two week tour of active duty to be held at Godman Air Force Base, Fort Knox, Kentucky.

Upon arrival at Floyd Bennett Naval Air Station, breakfast was available, prepared and served by the mess personnel of the 2230th Air Force Reserve Training Center, the unit responsible for the training of the 63rd Troop Carrier Wing (Reserve).

Following breakfast, outprocessing was started for all the eight hundred officers and airmen who had volunteered for this two week tour of duty. The current enlistment papers of all airmen and letters of appointment and orders for all officers were checked by the combined personnel of the 63rd Troop Carrier Wing and the 2230th Air Force Reserve Training Center. When it was determined that all was in order, including the issuance of necessary additional summer uniforms and personal equipment (by the personnel of the 63rd M and S Group) to all airmen who required such issue, the issuance of identification tags to all personnel who required them and the

issuance of medical clearances, each of the personnel was cleared for transportation to Godman Air Force Base.

Following lunch at the 2230th Air Force Reserve Training Center, all personnel emplaned according to the loading lists previously prepared for each unit of the 63rd. The aircraft utilized were aircraft of the 63rd Troop Carrier Wing, augmented by aircraft previously sent to Floyd Bennett Naval Air Station from Godman Air Force Base. All aircraft were manned and piloted by personnel from the tactical squadrons of the 63rd Troop Carrier Wing.

The first flight departed from Floyd Bennett Naval Air Station at 1330 hours EDT and arrived at Godman Air Force Base, Fort Knox, Kentucky, at 1730 hours CDT, followed by thirty-three other aircraft. During the course of the flight, the weather became quite bad, but all pilots and navigators and crews were sufficiently proficient in their duties to arrive at destination without incident.

Upon arrival at Godman Air Force Base, the personnel were greeted by the 2236th Air Force Reserve Training Center, the base unit at Godman Air Force Base, as well as by the advance party of the 63rd Troop Carrier Wing, which had arrived at Godman Air Force Base on 20 May 1950 in order to make the necessary advance preparation for the arrival of the entire Wing and for the conduct of the two week tour of duty of the Wing. All personnel were immediately assigned

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to quarters on the installation, utilizing all the facilities of Godman AFB and the 2236th AFRTC. Evening meal was served at the only available mess in readiness then of the permanent 2236th AFRTC.

On the same evening, 2 aircraft departed from Godman AFB for Floyd Bennett NAS for the purpose of transporting parachutes necessary for the balance of the personnel of the 63rd Troop Carrier Wing from Floyd Bennett NAS to Godman AFB on Sunday 28 May 1950.

On Sunday 28 May 1950, the 63rd Troop Carrier Wing units which had returned to Floyd Bennett NAS to transport the balance of the personnel of the Wing to Godman AFB arrived back at Godman AFB.

On Monday 29 May 1950, additional cargo of the 63rd Troop Carrier Wing and personnel of the 2230th AFRTC arrived from Floyd Bennett NAS at Godman AFB in 3 C-46 type aircraft of the 514th Troop Carrier Wing.

Immediately schedules were implemented for training. Each section immediately began functioning in the sphere assigned.

There were several objectives to be accomplished during the two week tour of duty. Among them were the airlift from Floyd Bennett NAS to Godman AFB, already accomplished, administrative and staff training, on the job training for all sections, classroom instruction, dropping paratroopers of the 11th Airborne Division stationed at Fort Campbell, Ky., the operational readiness test scheduled for the latter part of the second week of training and the return airlift

from Godman AFB to Floyd Bennett NAS.

On Monday 29 May 1950, the entire Command was assembled in Post Theater No. 4 for a message from the Commanding General, Brig. Gen. Robert L. Copsey, who advised the Command that he was elated with the excellent results of the first or individual phase of their training, as demonstrated by the successful completion of their move, by air-lift, using their own personnel and equipment, from Floyd Bennett NAS, Brooklyn, N. Y. to Godman AFB, Fort Knox, Ky. He further advised them that the aim of the training period was to enable them to achieve a maximum state of organizational efficiency for tactical operations. The Command was also addressed by Mr. John C. Morgan, holder of the Congressional Medal of Honor, special representative of the Secretary of the Air Force, who also complimented the officers and airmen of the 63rd on the state of their training and, after outlining the task before them, concurred in the remarks of General Copsey.

Liaison was established with the personnel of the 11th Airborne Division for the purpose of preparing for the necessary paratroop dropping mission. An advance party of the 63rd Troop Carrier Wing departed from Godman AFB for Fort Campbell for planning and coordinating the mission, which was to be flown on Thursday and Friday, 1 and 2 June 1950.

On Memorial Day, Tuesday 30 May 1950, the day was properly commemorated by a combined air-ground Review, held on the apron of the

Godman AFB with aerial units of the Wing flying overhead at the appointed hour. It was considered appropriate that the balance of the day be devoted by the personnel of the Wing to organized recreation and athletic events, except for those elements of the Wing which found it necessary to conduct essential work. That evening, Brig. Gen. Copsey was introduced to the public of the Louisville area through the medium of a television broadcast on which he appeared, which had been previously arranged, during the course of which Gen. Copsey explained to the listening and viewing audience who the members of the 63rd Troop Carrier Wing were and what its mission at Godman AFB was.

On Wednesday 31 May 1950, preparations were made in earnest for the first part of the mission at Godman AFB, that of dropping the paratroopers of the 11th Airborne Division, stationed at Fort Campbell, Ky., from the aircraft of the 63rd Troop Carrier Wing. These preparations were made at both Godman AFB and at Fort Campbell for the mission which was to be flown on Thursday and Friday 1 and 2 June 1950. Early Wednesday evening, the first elements of the 63rd Troop Carrier Wing departed Godman AFB for Fort Campbell, where they remained overnight for the mission which was to be flown the following morning. Thursday morning, the balance of the aircraft departed from Godman AFB for Fort Campbell. Upon arrival at Fort Campbell, the crews of all aircraft were immediately briefed as to the mission to be flown, and then a combined briefing was held between the personnel of

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the 63rd Troop Carrier Wing and the personnel of the 11th Airborne Division for the mission to be flown.

While the briefings were being held, other personnel of the 63rd Troop Carrier Wing prepared the aircraft for the mission. Among the things which had to be accomplished was the removal of the doors from all aircraft and the taping of all surfaces with which the dropping paratroopers might come in contact when they left the planes. The 63rd Maintenance Squadron had already installed jump lights, bells and cables on 8 of the aircraft, static lines had to be installed and checked and all other paratroop jumping equipment had to be checked to assure that the missions would go off smoothly.

When this had been accomplished and the briefings were completed, it was time for the paratroopers to emplane and for the pathfinder ship to take off. At 0740 hours CST, the pathfinder ship took off and flew to the drop zone where it dropped the pathfinder platoon at the appointed area. By this time, the other ships were preparing for take off. The pathfinder team set up the necessary equipment for the balance of the operation and established radio communication with the other aircraft, then airborne, and gave the necessary visual and radio instructions for the dropping of the balance of the paratroopers. A total of 24 aircraft was utilized, all manned by the personnel of the 63rd Troop Carrier Wing. 904 paratroopers were dropped on 1 June 1950 and 860 paratroopers were dropped on 2 June 1950, a total of 1,764

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paratroopers jumped from aircraft of the 63rd Troop Carrier Wing in the two days (which flew 115 sorties each day).

On the evening of 1 June 1950, part of the personnel of the 63rd Troop Carrier Wing had to return from Fort Campbell to Godman AFB because of the lack of facilities at Fort Campbell for all the pilots, navigators and crews there. On the early morning of 2 June 1950, however, the personnel who had returned to Godman AFB then returned to Fort Campbell to complete the paratroop dropping mission.

It is significant to note that the personnel of the 63rd Troop Carrier Wing were all highly complimented at the manner in which they conducted this operation. The officers and men of the 11th Airborne Division, all of whom are experienced jumpers, were uniform in their praise of the conduct of the entire mission. They stated that the Reserve pilots of the 63rd Troop Carrier Wing had flown this mission with such excellence that few, if any, remembered any better jumps that they had made. This indicated that the proficiency of the pilots and aircrews had been maintained at an excellent level despite the fact that most of them had been able to indulge in only week-end flying since they had been relieved from active duty at the termination of World War II.

Upon the completion of this mission, the Wing found the week-end upon it. Organized recreation of all sorts was provided for the personnel of the Wing during the period of the week-end. Athletic

programs were arranged, the use of the Godman AFB swimming pool was available for use by the personnel of the Wing, as it was during the entire period of the Wing's stay at Godman AFB, and cross-country flights for the training of the aircrews and the recreation of the personnel were arranged. During the course of the week-end, the Wing was honored with a visit from Maj. Gen. Barcus, Commanding General of the First Air Force, who visited the Wing to ascertain the progress of the training at the summer encampment and period of annual active duty.

Commencing Monday morning 5 June 1950, operational and administrative training was continued and prototype missions in preparation for the operational readiness test which was to take place during the latter part of that week were had. During all of this time, the 63rd Maintenance and Supply Group was conducting its own training in supplying all elements of the Wing, in the operation of a Motor Pool, in the transportation of troops (despite the fact that no Transportation Squadron is provided for or assigned), and in maintaining all aircraft of the Wing in operational condition. In total, the maintenance Squadron spent 7800 man hours in maintaining 33 aircraft of the Wing and in keeping them in a state of operational readiness during the entire period of active duty training. All aircraft were kept in operational condition at all times through the efforts of the maintenance and supply personnel of the Wing. They performed all

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maintenance upon the aircraft.

Among the things done by the 63rd Maintenance Squadron, were the following: performance of 3 100 hour inspections of aircraft, completion of 1 propeller change, 2 retraction tests, replacement of control cables and checking of one aircraft structure for corrosion, because of the overflow of a battery. This Squadron flew four flight tests, performed daily and 25 hour inspections on the 3 aircraft assigned to the 63rd M & S Group as spares, maintained maintenance forms and made daily reports to First Air Force on the status of aircraft. They maintained the running status of all aircraft assigned to the Wing and performed maintenance control functions for the Wing, e.g. scheduling of inspections by unit, preparing work orders on all shop requirements and field maintenance, advised tactical units of T.O. compliances and publications. They supplied the tactical units with additional maintenance personnel to perform necessary 25 and 50 hour inspections and other types of maintenance by the tactical units. They coordinated the availability of aircraft for tactical missions with the 63rd Troop Carrier Group Engineering Officer. They had personnel assigned in the following shops: 1) Aero repair; 2) Propeller; 3) Sheet Metal; 4) Machine; 5) Welding; 6) Paint, Dope and Fabric; 7) Radio; 8) Electrical; 9) Instrument; 10) Hydraulic; 11) Service Stock (Tech. Supply); In addition, the parachute shop with Reservists from this unit, during the course of the two week

period of duty, repacked 50 parachutes and inspected all parachutes assigned to Wing aircraft. During the two week period, 5 parachutes arbitrarily picked from repacking were drop tested successfully. On one evening, and night, because of an emergency which arose, the parachute shop of Reservists packed 46 parachutes overnight.

Because a situation developed on 4 June 1950 involving the 3rd Armored Force, located in the area of Maxwell and Marietta Air Force Bases, having been seriously hampered in their operations by the actions of subversive elements' and agents' use of bacteriological warfare, it was necessary to plan an operation to provide immediate replacements to maintain necessary strength of the 3rd Armored Force in the above mentioned areas and to evacuate troops which had been exposed to the bacteriological warfare agents.

Immediately, Operations Order No. 4-50 was published by Headquarters, 63rd Troop Carrier Wing. This was followed by Operations Order No. 4-50 published by Headquarters, 63rd Troop Carrier Group, which designated 52nd Troop Carrier Squadron and 60th Troop Carrier Squadron as Task Forces "A" and "B" respectively, to assist in the mission of providing necessary replacements and evacuation of exposed personnel. Task Force "A" had the mission of transporting 240 personnel of the Armored Force as replacements of the 3rd Armored Division from Godman AFB to Marietta AFB. Task Force "B" had the mission of evacuating the aforementioned combat troops of the Armored Force who

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had been exposed to the bacteriological warfare agents from Maxwell AFB to Godman AFB.

It was in connection with this operation that the 63rd M & S Gp, despite the fact that it had no transportation squadron attached or provided for, arranged for the assembly and transportation of the above mentioned replacements from unfamiliar portions of Fort Knox to Godman AFB. This was done overnight without any advance warning or preparation and the replacement troops were available at the airstrip by 0600 hours of the following morning to be emplaned for the relief mission.

After takeoff from Godman AFB by Task Force "A", with its destination as Marietta AFB, because of the situation then existing at Marietta AFB, it was found necessary to divert Task Force "A" and send them to Maxwell AFB, which diversion was carried out by all the elements of Task Force "A" which arrived in proper time at Maxwell AFB. Because of the mission of Task Force "B", it was necessary to assign to that Task Force the flight personnel of the 63rd Medical Group so that they could assist in the evacuation of troops which had been exposed to the bacteriological warfare agents.

During the course of the mission, strict air radio silence was enforced. All ground to air communication which was found necessary required proper authentication and none was established except under those conditions.

The missions returned to Godman Air Force Base after having successfully completed their assigned tasks. The entire mission was completed without incurring any loss of aircraft and without the sustenance of any injuries to any of the personnel participating. Upon the completion of the mission and the arrival of all aircraft at Godman Air Force Base at approximately 1715 hours, intelligence interrogation was conducted by the various Squadron Intelligence Officers of the Squadron which had flown the missions, assisted by the Intelligence Officers of the 3rd Troop Carrier Squadron and the 9th Troop Carrier Squadron.

During the course of the preparation for this mission and the completion of the mission, Major General Earl S. Hoag, Director of Reserve Activities, United States Air Force, arrived at Godman Air Force Base to observe the activities of the 63rd Troop Carrier Wing during the course of its two week summer encampment and to ascertain the degree of proficiency which had, to that time, been achieved. He remained with the Wing during the day and overnight and observed the conduct of the above operation.

Pursuant to Wing Operations Order No. 5-50, 5 June 1950, 63rd Troop Carrier Group Operations Order No. 5-50, 5 June 1950, was published. Pursuant thereto, on 6 June 1950, designation was made of the 3rd Troop Carrier Squadron and the 9th Troop Carrier Squadron for

the purpose of dropping elements of an Airborne Division in the vicinity of the Salem area, which is adjacent to Boss-Denien Airport. The purpose of dropping these elements was the neutralization of enemy troop concentrations situated there. The Squadron aircraft took off from Godman Air Force Base with full complements of paratroopers and after they had been airborne for approximately 35 minutes, intelligence information received by Wing Headquarters necessitated cancellation of the mission and their immediate return to Godman Air Force Base. The mission was, therefore, contacted by radio from Godman Air Force Base and directed to return to Godman Air Force Base, which was accomplished. During the entire time this mission was airborne, complete air to air radio silence, in accordance with orders, was maintained.

At approximately this time, seven officers arrived at Godman Air Force Base from Headquarters, First Air Force to observe the performance of the 63rd Troop Carrier Wing in its performance of Operations Test Baker, hereinafter more fully discussed, conducted for the purpose of determining the state of operational readiness of the Wing. These observers observed all phases of the planning and performance of Operations Test Baker in all of its aspects.

Group Operations Plan No. 5-50, 5 June 1950, was prepared by the Wing Staff and was published on 5 June 1950 to alert the entire Wing for the Operational Readiness Test.

The general situation to be met by this test, designated Operations Test Baker, was that a foe nation had declared war on the United States.

The main attacks had taken place on the East and West Coasts. An airborne landing had been made in the area of Fort Knox, Kentucky, both as a diversion and in order to destroy certain Atomic Energy Installations in the South. It was, however, necessary for the foe forces in the Fort Knox area to seize and utilize all materiel in the Fort Knox area in order to support their drive to the South.

A timely airborne operation the United States Air Force was contributing to the protection or destruction of this materiel before utilization by the foe nation's forces. Foe nation's forces consisted of two reinforced Infantry Regiments entrenched in the Fort Knox area. Due to casualties sustained in initial fighting, these two Regiments consisted of an effective strength of 75% of their total strength. United States Army forces were holding lines stable on the perimeter of the airhead established by foe nation's forces in the Fort Knox area. Fighter cover was to be provided from Louisville, Kentucky, to West Point, Kentucky. United States Air Force continued in tactical support of the Theater Army. The mission of the 63rd Troop Carrier Wing was to support the operations of an RCT by airlift for pathfinder team, troop carrier lift for the RCT, aerial re-supply (free drop) of the RCT and organization of daily airlift of cargo and of supplies into Fort Knox on an 18 hour per day operation.

Pursuant to Operations Plan Serial No. 5-50, 5 June 1950, on the morning of 7 June 1950, the Pathfinder mission was completed by the 60th

Troop Carrier Squadron. It was necessary, in connection with this Pathfinder mission, to fly one sortie and simulate a drop of a Pathfinder team of 21 fully equipped paratroopers at the designated drop zone. In addition to the aircrew and the Pathfinder Team, one of the observers from Headquarters, First Air Force, accompanied this mission. The simulated Pathfinder Team was dropped over the Drop Zone 50 seconds later than the briefed time over the Drop Zone.

Pursuant to Operations Plan Serial No. 5-50, 5 June 1950, it was necessary to complete a paratroop drop mission on the morning of 7 June 1950. All the tactical squadrons of the Wing were assigned to this mission, utilizing 26 aircraft. There was a simulated load on this mission, of 978 personnel. Upon arrival at the indicated IP, the formation of aircraft made a procedure turn and made a track, passing about 2 miles south of the Drop Zone. The Pathfinder Team, then already at the Drop Zone, established radio communication with the formation and directed it to make a second pass over the Drop Zone during which they passed directly over the Drop Zone. During the course of this mission, it was judged that 8 aircraft had been shot down.

The Operations Plan, augmented by Operations Orders, further required the completion of an aerial re-supply (free Drop) mission on the same morning, 7 June 1950. Since, during the course of the preceding paratroop drop mission, 8 aircraft had been judged lost, only 17 aircraft participated

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in this aerial re-supply mission. The mission was intended to supply the RCT at the Drop Zone (A) Able and to drop medical supplies at Drop Zone (B) Baker. The aircraft took off from Godman Air Force Base at 1040 hours, passed over the Drop Zone at 1249 hours and returned to Godman Air Force Base at 1415 hours, thus consuming 3 hours 35 minutes for the completion of the entire mission.

Upon the completion of the aerial re-supply mission, all personnel were required to stand by on alert for 6 hours to prepared to organize and operate an airlift into the area designated as Fort Knox Landing Area, for the period of D plus 1 through D plus 15, as required by Operations Order Serial No. 6-50.

Early in the morning of 8 June 1950, briefing for the first air landing mission, in accordance with Operations Orders, was conducted. Immediately following the briefing, the mission took off at 0516 hours. Prior to this time, and during the night 7 - 8 June 1950, the 3rd Troop Carrier Squadron had received aircraft replacements, therefore all the tactical squadrons were enabled to participate in the mission, utilizing a total of 27 aircraft. Each of the aircraft carried a simulated load of 5,800 pounds. Actually, the load consisted on one jeep and four 55 gallon drums of water in the No. 1 ship of each flight. At 0806 hours on 8 June 1950, the formation arrived and landed at the landing area, unloaded and departed from there for home base. At about 1115 hours,

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8 June 1950, the aircraft arrived at home base, having successfully completed the first air landing mission.

In accordance with the Operations Order, a second air landing mission was required in the early afternoon of 8 June 1950. The mission departed from hoem base at 1221 hours. The mission utilized 11 aircraft for the purpose of movement of medical supplies and 4 additional aircraft which were litter equipped for the mission of evacuating litter patients from the airhead area. Upon arrival at the airhead, it was to be the mission of the 11 aircraft which had carried medical supplies to the air-head, to evacuate ambulatory wounded personnel from the airhead. 63rd Troop Carrier Group assigned the task of flying 6 of the aircraft to the 9th Troop Carrier Squadron and 5 of the aircraft to the 3rd Troop Carrier Squadron. The 3rd Troop Carrier Squadron's aircraft departed from home base at 1221 hours and the 9th Troop Carrier Squadron's aircraft departed from home base at 1231 hours. Adverse conditions existed at the airhead, therefore all aircraft carrying medical supplies were advised by radio to return to home base. Only 3 of the aircraft of the 9th Troop Carrier Squadron received the message and returned to home base. The remaining 8 aircraft proceeded to the airhead landing area. The 63rd Troop Carrier Group assigned the mission of flying 2 of the 4 litter equipped aircraft to the 52nd Troop Carrier Squadron, 1 to the 9th Troop Carrier Squadron

0965

and 1 to the 60th Troop Carrier Squadron. All the aircraft in this mission proceeded to the airhead, landed and returned to home base except those instructed to return to home base without proceeding to and landing at the airhead area.

On Friday, 9 June 1950, the operational readiness test having been completed, and the period of active duty approaching an end, preparations for the return to Floyd Bennett Naval Air Station, Brooklyn, New York, were completed. Aircraft manned and operated by personnel of the Wing, took off from Godman Air Force Base for the return flight to Floyd Bennett Naval Air Station, with personnel of the Wing. The aircraft returned the same day for the balance of the personnel of the Wing and made the return flight to Floyd Bennett Naval Air Station on the evening of 9 June 1950 with elements arriving until early in the morning of 10 June 1950. The balance of the personnel of the Wing arrived at Floyd Bennett Naval Air Station on the morning of 10 June 1950.

It should be noted that upon arrival of the elements of the Wing at Floyd Bennett Naval Air Station, quarters were made available for as many of the personnel of the Wing as desired to remain at the Station overnight prior to their relief from the short tour of active duty on Saturday 10 June 1950. All the facilities of the 2230th AFRTC and those of Floyd Bennett Naval Air Station were utilized for that purpose.

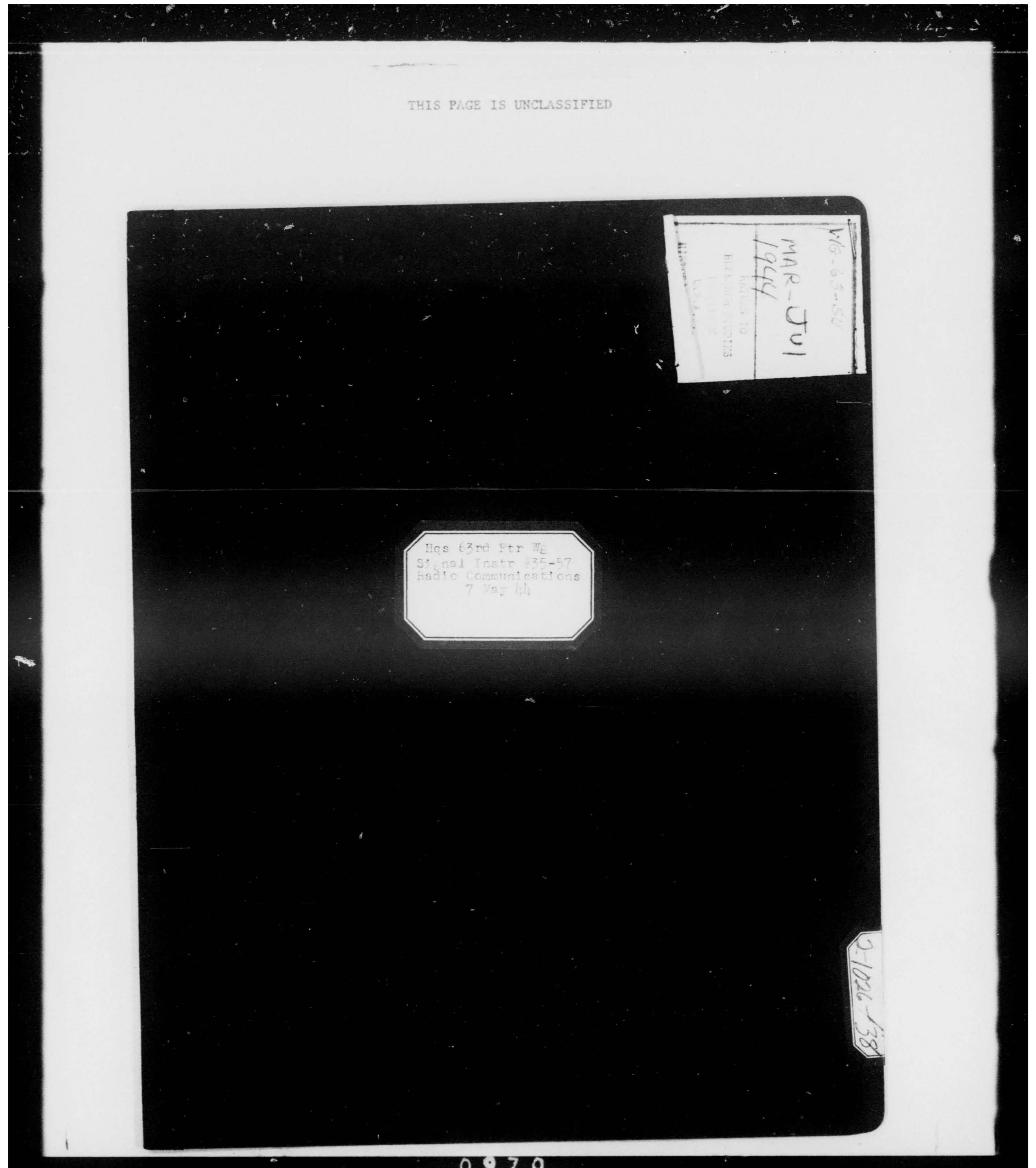
It should be further noted that upon arrival of the elements of the 63rd Troop Carrier Wing at Floyd Bennett Naval Air Station, particularly those which arrived late the night of 9 June and early in the morning of

10 June, mess was provided for all who desired to eat at the mess of the 2230th AFRTC by the personnel of the 2230th AFRTC.

On 10 June 1950, all personnel were outprocessed for relief from active duty. The airmen who had drawn additional summer uniforms were required to return same to supply units, personnel who had drawn personal flying equipment were required to return those items, medical certificates were signed by all personnel, all personnel were paid for their period of active duty and the personnel were free to then depart for their homes, their two week tour of duty having been completed.

During the course of the period of active duty, approximately 1,250,000 troop miles were flown by the pilots and crews of the 63rd Troop Carrier Wing and 1,936 hours 20 minutes of flying, consisting of 62 hours 15 minutes in T-7 type aircraft, 84 hours in T-11 type aircraft and 1,790 hours 5 minutes in C-47 type aircraft, were accomplished, with a perfect safety record, no accidents having occurred during the period of active duty.

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WG-63-SU
MAR-JUL
1944
Hqs 63rd Ftr Wg
Signal Instr #35-57
Radio Communications
7 May 44
2-1026-38

M-845-S

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J-ARO/2

HEADQUARTERS
SIXTY THIRD FIGHTER WING

APO 650
7 May 1944

File Ref. 676.3

SIGNAL INSTRUCTION)
: RADIO COMMUNICATIONS
NUMBER 35-57)

Precedence on Messages.

1. Cross reference of RAF - US precedence signs are shown below:

R.A.F. TERMINOLOGY.	PROSIGN	U.S. TERMINOLOGY	PROSIGN
1. MOST IMMEDIATE. "Messages of vital importance". a. A.O.C. in C.) at HQ b. Senior Air) MAC & Officer present) HQ MAAF c. A.O.C. at Air HQ. d. A.O.C. at an Independent Group HQ.	"OU"	1. URGENT. "Messages of vital importance". a. Commanding Generals of Air Force Commands. b. Chief of Staff. c. Adjutant General for Commanding Generals.	"O"
2. EMERGENCY AIR ATTACK. "Reports of imminent attack by formations". a. Formations Leader section or half section leader. b. Captain of an aircraft operating singly.	"OA"	2. URGENT. As under No.1 above plus:- a. Staff officers of Headquarters organization not below the rank of Colonel, unless specifically authorized if of lower rank. b. Organization commanders of organizations down to Groups.	"O"

S E C R E T

2-1026-38

R.A.F. TERMINOLOGY.	PROSIGN	U.S. TERMINOLOGY	PROSIGN
3. EMERGENCY OPERATIONAL MESSAGES. Of vital importance and not coming under "Emergency Air Attack." As for "MOST IMMEDIATE" and:- a. A/S.A.S.O.) at b. A.O.A.) HQ c. S.O.O. and) MAAF officer not) below rank of) Group Captain) d. S.A.S.O.) e. Staff Officers) at not below rank) Air of G/Capt.) HQ f. A.O.C.) at Group g. S.A.S.O.) HQ. h. Staff Officer not below rank of G/Capt. i. Captain of aircraft operating singly as circumstances demand. j. Officer i/c operations room. k. Officer commanding independent unit. l. Station Commanders. m. Commanders of Wings.	"O"	3. URGENT. As under No.2 above.	"O"
4. IMMEDIATE. In messages of extreme importance and for operational messages of less importance than emergency categories. a. Staff Officers of HQ not below the rank of G/Captain. b. Officer i/c operations room at HQ. c. Commanding Officer of an independent unit. d. Station Commander. The authority may be delegated to the captain of an aircraft operating singly, and Meteorological Officer.	"OP"	4. OPERATIONAL PRIORITY. As under Nos.1 and 2 above plus:- Organization Commanders or their authorized representatives.	"OP"

R.A.F. TERMINOLOGY.	PROSIGN	U.S. TERMINOLOGY	PROSIGN
5. IMPORTANT. To be used only on messages which require priority above the ordinary. This priority will be employed for routine messages relating to aircraft movements, weather reports and requests for weather reports, when necessary. a. Staff Officers not below the rank of Squadron Leader. b. C.O. of a Unit and Adjutant. c. Duty pilot for aircraft movements. d. O.C.'s detachments. e. Captains of aircraft operating singly.	"P"	5. PRIORITY. As under Nos.1, 2 and 3 above plus:- Any Officer authorized by an organization Commander not below the rank of Major.	"P"

SPECIAL IMMEDIATE.

AIRCRAFT CONVEYING MEMBERS OF WAR CABINET AND V.I.P.'s.

1. In order to minimize risk of loss of security but ensure minimum delay on messages concerning movements of aircraft conveying members of the War Cabinet to or from overseas and/or within a command overseas, except on short local visits, a new degree of priority "SPECIAL IMMEDIATE" has been introduced for use within the Air Forces.

2. Originators are to mark these messages "SPECIAL IMMEDIATE", but the words "MOST IMMEDIATE" are to be encyphered at the beginning of the text. The encyphered version is to bear, as visible priority, "SPECIAL IMMEDIATE" which is to be transmitted on all signal channels except W/T circuits. These messages are to be given "MOST IMMEDIATE" treatment in out going registries, cypher offices, signal offices, and on teleprinter channels.

3. The first transmitting W/T Station required to despatch a Special Immediate message is to convert priority to Immediate, but is to transmit the message before any normal emergency or other immediate priority messages.

4. After arrival at the first receiving W/T Station, such a message will automatically take precedence as an immediate message to reach the addressee's cypher office. When decyphered. Most Immediate treatment will be accorded until the message is delivered to the addressee.

5. Any officer, Duty Pilot or serving person, who in the course of his duties is required to originate signals regarding movements by aircraft of members of the Cabinet or Very Important Passengers is authorized to frank "Special Immediate" Messages.

6. American precedence signs are in use at this combined headquarters.

By command of Brigadier General CRAIGIE:

John B. Morgan

JOHN B. MORGAN,
MOJG, AUS,
Assistant Adjutant.

R E S T R I C T E D

HEADQUARTERS
SIXTY THIRD FIGHTER WING

J-ARO/2

File Ref. 676.3

APO 650
7 May 1944

SIGNAL INSTRUCTION)
:
NUMBER 35-58)

RADIO COMMUNICATION

Message and Log Forms

1. In order to promote uniform signal procedure and maximum W/T efficiency within W/T stations of this headquarters it is suggested the following forms be used in the Radio Rooms.

MESSAGE BLANKS

Use either the blocked and numbered form attached or use the Signal Corps Form 7 for typewriter. If Form 7 is not available plain typewriter paper is suitable.

RADIO TRAFFIC SHEET

Use this form for central logging of incoming and outgoing messages in order to provide rapid check of radio traffic. The form should be essentially as the form attached.

W/T TRAFFIC TOTALS

Use this form for totalling W/T traffic handled daily. May be used as an indication of traffic load and radio efficiency.

RADIO LOG AND NUMBER SHEET

No regular form is used because of involved nature of the information contained therein. The number sheet and log may be combined or a separate number sheet may be used.

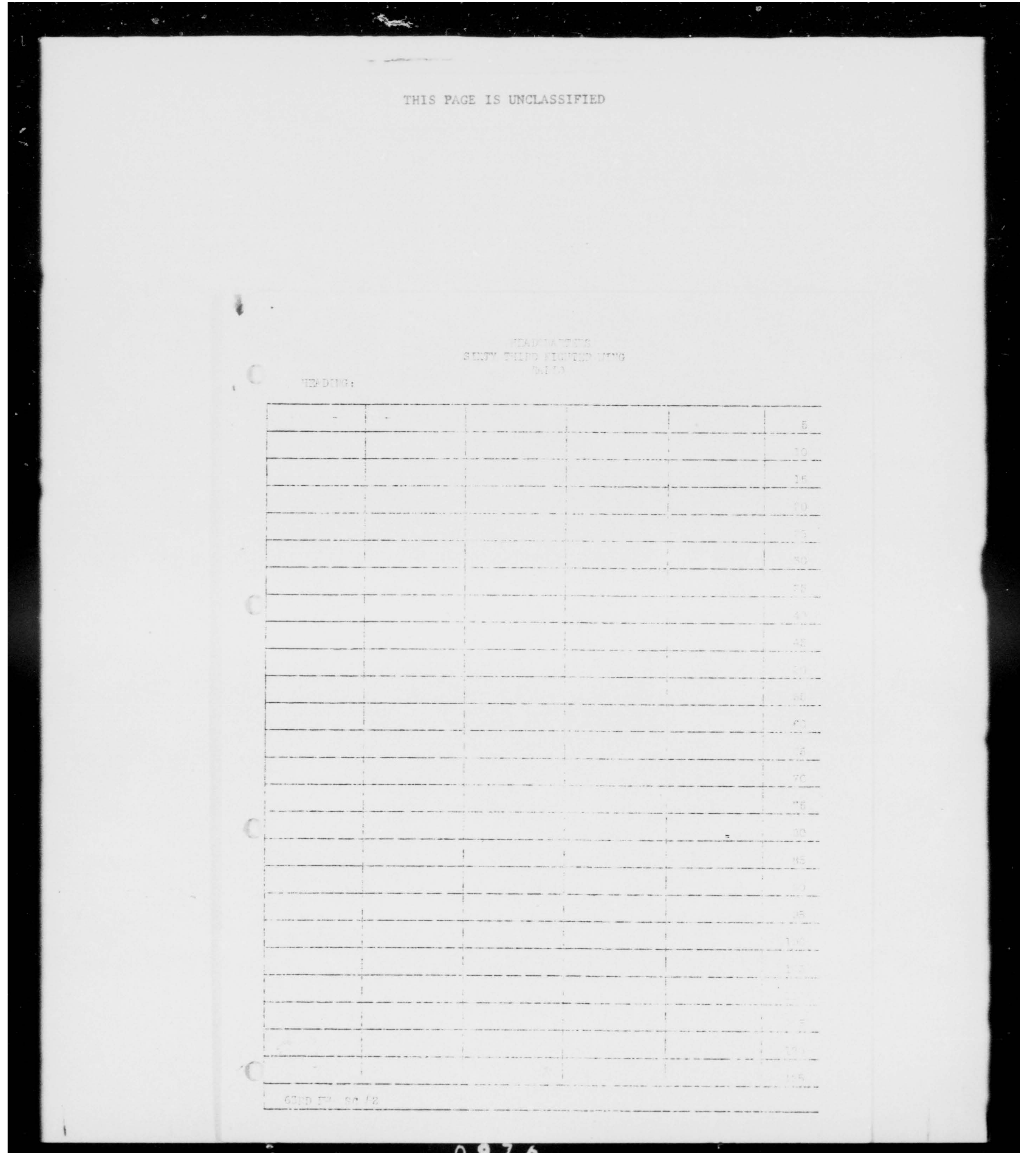
2. Duplicate copies of the sheets attached are not available and should be duplicated at the headquarters requiring the forms.

By command of Brigadier General CRAIGIE:

JOHN B. MORGAN,
WOJG, AUS,
Assistant Adjutant.

R E S T R I C T E D

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THIS PAGE IS UNCLASSIFIED

HEADQUARTERS
SIXTY THIRD FIGHTER WING
RADIO

HEADING:

					5
					10
					15
					20
					30
					70
					75

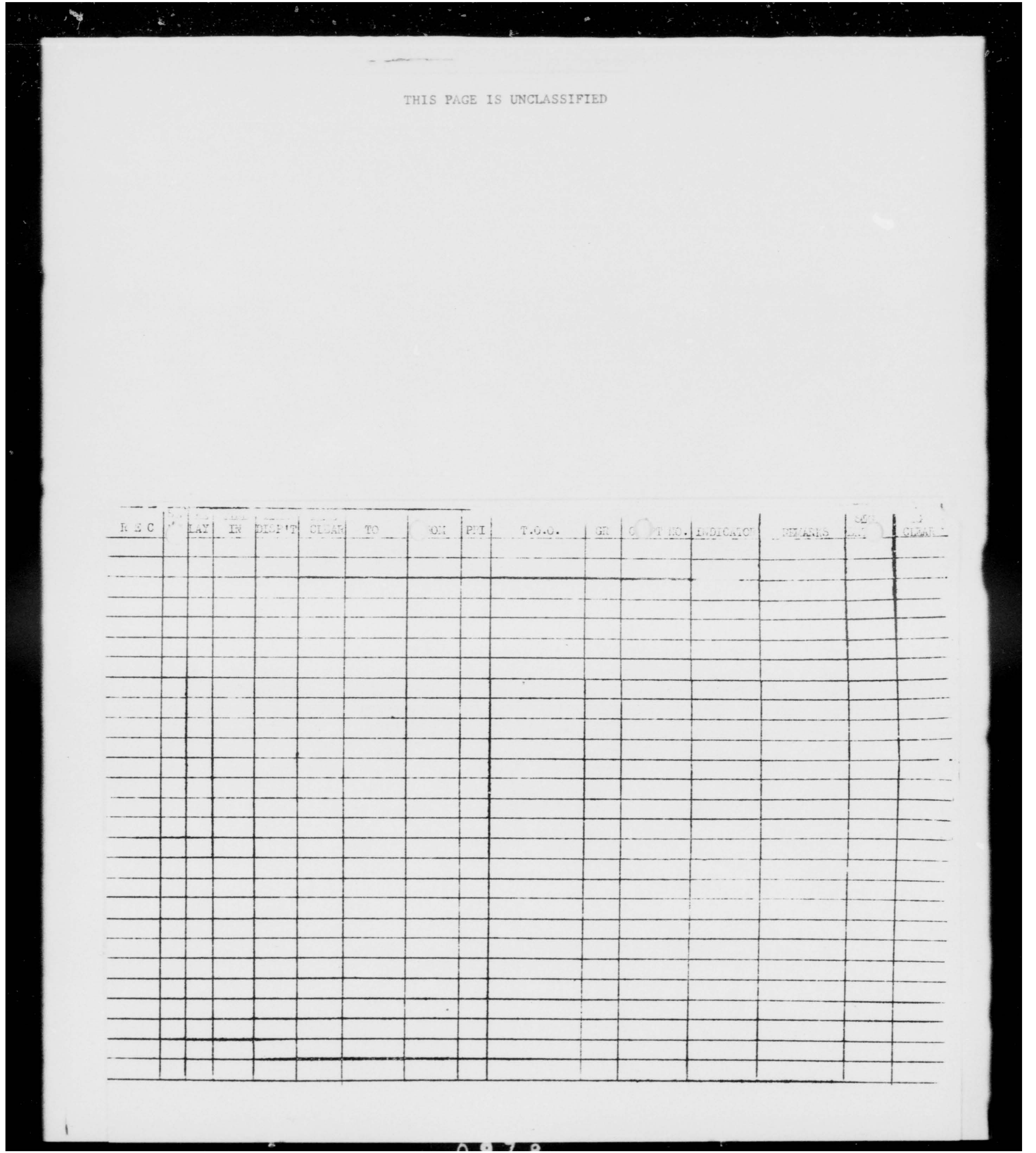
63FD FW 80/2

W/T TRAFFIC TOTALS

* O - OP - P

SENT					RECEIVED				
GROUPS	MSGS	*PREC.	SVCS	STA.	GROUPS	MSGS	*PREC.	SVCS	STA.

63 FW SC 1



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R E C		LAY	IN	DISP'T	CLEAR	TO	ROM	PRI	T.O.O.	GR		T NO.	INDICATOR	REMARKS	SEC	CLEAR

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S E C R E T
(Equals British SECRET & MOST SECRET)

HEADQUARTERS
SIXTY THIRD FIGHTER WING
APO 525

File Ref. 413.68 — 30 December 1943

SIGNAL INSTRUCTIONS)
: RADAR
NUMBER 35-93)

Passing of Surface Vessel Plots Between Filter Rooms

1. The following extracts from Northwest African Coastal Air Force Signals Instruction No. 29 are promulgated for immediate compliance.

"PURPOSE --To set up a standard procedure to be used for passing information on Surface Vessel or Convoy Plots between Filter Rooms.

SCOPE --System must be simple, must be flexible enough to convey information desired, must provide for security, and must be acceptable to the NAVY.

SYSTEM (i) Normal:

a. Convoy information to be told laterally by using only the Code Name assigned to the particular convoy by Navy authority.

b. Only additional information to be passed will be information pertaining to its dead reckoning position.

c. There may be the extreme case where NAFOG grid co-ordinates must be used, but this will only be resorted to in the case of emergency.

Example: Filter Room A - "Request position Buttercup."
Filter Room B - "Buttercup two hours behind schedule.
Less desirable "Buttercup AX 4128"
(Emergency only)

d. If information as to composition of convoy, number of ships, or exact location is desired, it will be passed from one filter room to another by direct teletype or typex ONLY.

If W/T must be employed, information must be passed in high grade CYPHER (Typex or SIGABA)

(ii) Other than Normal:

a. For single water craft, or movements of any craft not covered by Code Name assigned by Navy Authority, information will only be passed from one filter room to another by direct teletype or typex.

If W/T must be employed, information must be passed in high grade CYPHER (Typex or SIGABA)."

By order of Colonel GRAVES:

NEAL E. GUY,
Major, Air Corps
Adjutant.

S-266

Distribution:
1 - AOC, NACAF
1 - CO, Wing
3 - CO, Borgo F.S.
3 - CO, Ajaccio F.S.
3 - CO, Maddalena F.S.
3 - CO, Cagliari F.S.
3 - A-3 Wing
1 - Crypt Officer, Wing
5 - Sig. Off. File
2 - Adj. File

Incl #3

S E C R E T
(Equals British SECRET & MOST SECRET)

HEADQUARTERS
SIXTY THIRD FIGHTER WING

J-ARO/2

APO 650
7 May 1944

File Ref.

SIGNAL INSTRUCTION)
: SIGNAL SECURITY
NUMBER 35-101)

Radio Security

1. This instruction deals with the restriction of radio transmissions during periods of air alert with a view to denying the enemy the navigational aids which certain radio transmitters may provide.

2. Nothing in this instruction shall be construed as ordering the closing of any Radar or RDF station or Radar, RDF or Radio Beacon essential to aircraft operations or to radio communications essential to tactical or combat operations.

3. The following radio transmitters will cease transmission on receipt of an air alert and will not resume transmission until the all clear has been given:-

a. All radio broadcast stations operating on frequencies below 4 megacycles.

b. All radio jamming stations.

c. All radio beacons on frequencies below 4 megacycles, except those airway beacons essential to aircraft in flight and those which are scrambled.

d. All high speed (Creed or Bohme) radio or teletype transmitters operative on frequencies below 4 megacycles.

e. All personnel using World Guard Channel [illegible] megacycles should exercise extreme [illegible] when enemy a/c are known to be operating in vicinity as the enemy is known to monitor this Channel from A/C. Transmission on this channel should be kept to absolute minimum.

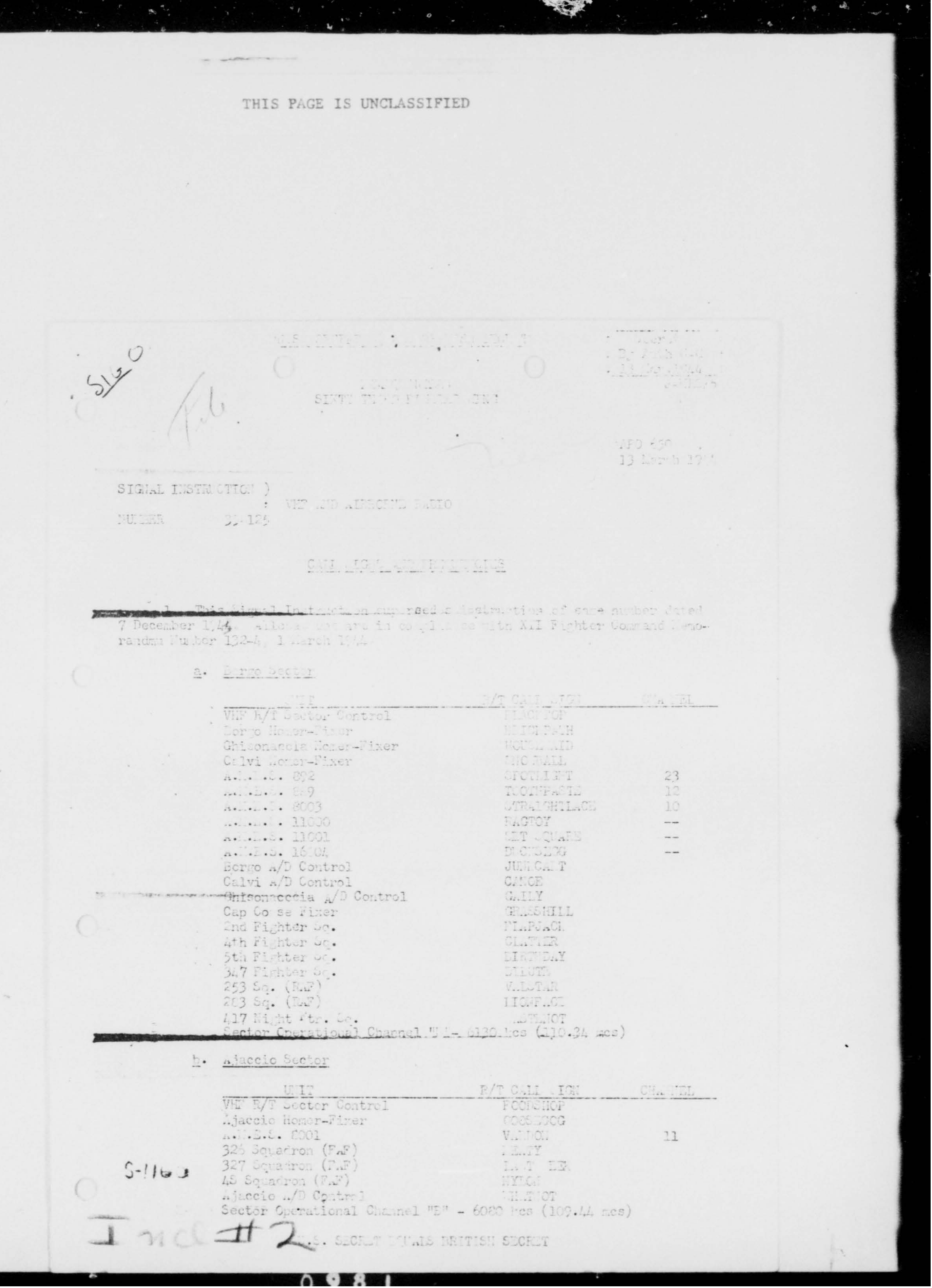
By command of Brigadier General CRAIGIE:

JOHN B. MORGAN,
WOJG, AUS,
Assistant Adjutant.

C O N F I D E N T I A L

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THIS PAGE IS UNCLASSIFIED



S16O

[illegible]

SIXTH [illegible]

APO 650
13 March 19[illegible]

SIGNAL INSTRUCTION)
: VHF AND AIRBORNE RADIO
NUMBER 3[illegible]-125

CALL [illegible]

1. This Signal Instruction supersedes Instruction of same number dated 7 December 1944. [illegible] in compliance with XII Fighter Command Memorandum Number 132-4, 1 March 1944.

a. Borgo Sector

UNIT	R/T CALL SIGN	CHANNEL
VHF R/T Sector Control	[illegible]	
Borgo Homer-Fixer	[illegible]	
Ghisonaccia Homer-Fixer	[illegible]	
Calvi Homer-Fixer	[illegible]	
A.M.E.S. 892	SPOTLIGHT	23
A.M.E.S. 8[illegible]9	TOOTHPASTE	12
A.M.E.S. 8003	STRAIGHTLACE	10
A.M.E.S. 11000	RAGTOY	--
A.M.E.S. 11001	SET SQUARE	--
A.M.E.S. 16[illegible]04	[illegible]	--
Borgo A/D Control	JUN[illegible]CA[illegible]T	
Calvi A/D Control	CANOE	
Ghisonaccia A/D Control	GAILY	
Cap Co[illegible]se Fixer	GRASSHILL	
2nd Fighter Sq.	FLAPJACK	
4th Fighter Sq.	[illegible]	
5th Fighter Sq.	BIRTHDAY	
347 Fighter Sq.	[illegible]	
253 Sq. (RAF)	[illegible]	
283 Sq. (RAF)	[illegible]	
417 Night Ftr. Sq.	[illegible]	

Sector Operational Channel "[illegible]" - 6130 kcs (110.34 mcs)

b. Ajaccio Sector

UNIT	R/T CALL SIGN	CHANNEL
VHF R/T Sector Control	FOODSHOP	
Ajaccio Homer-Fixer	[illegible]	
A.M.E.S. 8001	[illegible]	11
326 Squadron (FAF)	[illegible]	
327 Squadron (FAF)	[illegible]	
45 Squadron (FAF)	NYLON	
Ajaccio A/D Control	[illegible]	

Sector Operational Channel "E" - 6080 kcs (109.44 mcs)

S-1160

Incl #2

U.S. SECRET EQUALS BRITISH SECRET

0981

c. Alghero Sector

UNIT	R/T CALL SIGN	CHANNEL
VHF R/T Sector Control	COLGATE	
Alghero Homer	DUNDEE	
A.M.E.S. 880	QUICKSTEP	10
A.M.E.S. 898	NIGEL	19
Alghero A/D Control	LORRAINE	
345 Fighter Sq.	ROBERT	
23 Photo Recon. Sq.	SHIRTCUFF	
23 Sq. (328 Wing)	STELLA	
39 Sq. (328 Wing)	BUZZER	
272 Sq. (328 Wing)	JOSEY	

Sector Operational Channel "B"- 6040 kcs (108.72 mcs)

d. Cagliari Sector

UNIT	R/T CALLSIGN	CHANNEL
VHF R/T Sector Control	BUNTING	
Elmas Homer-Fixer	EDMUND	
A.M.E.S. 881	DARING	12
A.M.E.S. 8005	MALIGN	23
346 Fighter Sq.	BLUEGOWN	
414th Night Fighter Sq.	AUSTIN	

Sector Operational Channel "B"- 6040 kcs (108.72 mcs)

2. Units of this headquarters who control airdrome traffic will adhere strictly M.A.C.A.F. Flying Control Instruction No.4, 27 July 1943.

By command of Brigadier General CRAIGIE:

Richard A. Ames
RICHARD A. AMES
Colonel, Air Corps
Operations Officer

DISTRIBUTION
3- S.C Borgo Ftr. Sector
3- S.C. Ajaccio Ftr. Sector.
3- S.C. Alghero Ftr. Sector.
3- S.C. Cagliari Ftr. Sector.
5- C.O. 52nd Ftr Gp
5- C.O. 350th Ftr. Gp.
5- O.C. 328 Wing
2- C.O, 414th Night Ftr. Sq.
2- C.O. 417th Night Ftr. Sq.
2- C.O. 326 Sq. (FAF)
2- C.O. 327 Sq. (FAF)
2- C.O. 4S Anti-Sub Sq.
2- C.O. 1/22 Sq. (FAF)
5- C.O. 310 Bomb Gp.
5- C.G. MATAF
2- O.C. No.2 G.R. Ops
1 Sta. Comm. Calvi.
1 Sta. Comm Ghisonaccia
1 Sta. Comm. Elmas
1 OC 283 Sq.
1 OC 253 Sq.
5 CG XII Ftr. Command (info)
5 CG NASAF (info)
5 AOC MACAF (info)
5 C.G. 42 Bomb Wing (info)
3 A-3
1 C.G.
10 Communications Officer
2 Signal O
1 Adj.
1-OC 284 Sq.
1-OC 458 Sq Det.
1- Air Cmdr.
1- S.O.I.S.
1- R.A.S.O.
10- OC 254 ASRMCU
1-CO 1566 QM Boat
1-CO 1567 QM "
1-CO 1529 QM "
1-OC 14 Sq.
1-OC 23 Sq.
1-OC 39 Sq.
1-OC 272 Sq.
1- Controller
1- CO 23 Photo Sq

THIS PAGE IS DECLASSIFIED IAW EO 13526

: Secret :
::By Auth.CG :
: 24 Mar.1944 :
J-1375

HEADQUARTERS
SIXTY THIRD FIGHTER WING

APO 650
24 March 1944

File Ref. 676.3

SIGNAL INSTRUCTION)
: VHF AND AIRBORNE RADIO
NUMBER 35-125A)

VHF ORGANIZATION

1. For some time it has been evident that the amount of traffic passed on World Guard frequency amounted often to congestion, and the need for another channel having for its primary purpose Naval Cooperation has long been apparent. Convoy air protection facilities in the Mediterranean have been expanded and the continuance of Naval Cooperation on the World Guard channel would inevitably result in serious interference where transit routes, transit airdromes and Sector Operations Rooms are in juxtaposition.

2. It is intended to introduce a new VHF common channel for R/T communication between Allied Naval Vessels, Allied Aircraft engaged on Convoy and Escort duties and the ground stations controlling them.

3. Mediterranean Coastal Command Guard 112.86 mcs is the frequency to be employed.

4. The use of Coastal Command Guard for the above purpose will be put into effect at 0001 hours G.M.T. on 1st April, 1944.

5. Crystals necessary for the operation of their equipment are held by all sectors, all Radar stations at which VHF facilities are available, and all aircraft fitted with VHF engaged in the protection of shipping. Distribution of crystals to Naval bases has been made and crystals will be carried by all Allied Vessels fitted with VHF when operating in or passing through the Mediterranean. Should it occur that any vessel enters the Mediterranean without calling at Gibraltar or Casablanca, it is possible that crystals for 112.86 mcs might not be carried. In that event, World Guard channel would still be available as a reserve and could be used by Sectors and aircraft on request from Naval authorities.

6. The use of Coastal Command Guard will normally be restricted to communications with Allied vessels and aircraft engaged on duties of protection of shipping and ASR. Activities such as practice interception, calibration flights, and airdrome control will be transferred to Channel C, World Guard. Airdromes under control of 63rd Fighter Wing will control traffic by visual means in day operations. Radio will be used only in bona-fide emergencyfor traffic control. The Sector controller will pass on the degree of emergency.

7. Certain joint operations between aircraft of 63rd Fighter Wing and aircraft of other commands must of necessity be carried on channel C.

8. Radar stations which now keep watch on World Guard frequency when a convoy is in their vicinity will maintain watch on Coastal Command Guard in the same circumstances when the change in function of channels becomes effective. GCI/CCI stations will maintain dusk to dawn watch on channel A plus their individual operational channel.

S-1264

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9. The following is the channel alignment as of 1 April, 1944.

DAY FIGHTERS AND G.R. WITH VHF

BUTTON	CHANNEL	CRYSTAL	FUNCTION
A	25	6270	Communications for Naval Co-Op in protection of shipping, and ASR.
B	Sector Freq.	Sector Freq.	Controlled Interception.
C	29	6450	World Guard, emergency other than ASR, Practice interception, calibration flights, A/D control,
D	27	6550	Mayday fixing and R/T only.

NIGHT FIGHTERS

BUTTON	CHANNEL	CRYSTAL	FUNCTION
A	11	6590	GCI/COL Operational.
B	10	6610	GCI/COL Operational.
C	29	6450	World Guard, alternate for channel E
D	27	6550	Mayday fixing and R/T only.
E	25	6270	Communications for Naval Co-Op, Sector control of night fighters.
*F	19	6310	GCI/COL Operational.
G	12	5640	GCI/COL Operational.
H	23	6360	GCI/COL Operational.

* To be replaced shortly by channel 15 6490 Kcs crystal.

10. This letter voids Signal Instruction 3.-126 this Headquarters, 10 December 1943, all copies of which are to be destroyed.

11. Receipt of these instructions will be acknowledged by signal.

By command of Brigadier General CHANCIL:

RICHARD A. AMES,
Colonel, Air Corps,
Operations Officer

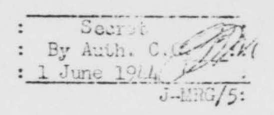
DISTRIBUTION
1- AOC MACAF
1- CG XII Ftr. Command
1- CG MATAF
1- CG 42 Bomb Wg.
3- CO Borgo Ftr. Sector.
3- CO Ajaccio Ftr. Sector.
3- CO Alghero Ftr. Sector.
5- CO 52nd Fighter Group
5- CO 350th Fighter Group
3- CO 328 Wing,
1- CO 328 Wg. Det. Ghisonaccia.
2 CO 414th Night Ftr. Sq.
2- CO 417th Night Ftr. Sq.
1- CO Escadre de Chasse No.1
1- CO 326 Sq. (FAF)
1- CO 327 Sq. (FAF)
1- CO 1/22 Sq. (FAF)
1- CO 4S Sq. (FAF)
1- CO 14 Sq.
1- CO 23 Sq.
1- CO 39 Sq.
1- CO 272 Sq.
1- 2 RFCC (Ghisonaccia
1- CO 253 Sq.
1- CO 283 Sq.
1- CO 284 Sq.
1- CO 458 Sq. Det.
1 ea CO AMES 892, 889, 8003, 16004, 11000, 11001, 8001, 880, 8005, 1
1- CO US 898
1- CO US 881

Internal
1- CG
1- Controller CCR
1- RN CCR
1 M.Sc CCR
1- SCIO
1- Exec.
1- Sig. O
2- Comm. O.
3- A-3
1- Adj.

0984

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S E C R E T



HEADQUARTERS
SIXTY THIRD FIGHTER WING

APO 650
1 June 1944

File Ref.

SUBJECT: Amendment No.1 to Signal Instruction 35-127A.

TO: See Distribution.

1. The following amendments are to made to Signal Instruction 35-127A, 21 May 1944, "VHF Radio System 63rd Fighter Wing".

a. Under Alghero Sector- Fixer #21 longitude should read 08o55'E instead of 08o25'E.

b. Under Cagliari Sector- Fixer #3 longitude should read 08o47'E instead of 09o47'E.

By command of Brigadier General :

JOHN B. MORGAN,
WOJG, AUS,
Assistant Adj.

DISTRIBUTION
2- CG MAAF (info)
2- CG XII Fighter Command
2- CG TAF (info)
12- CG 57 Bomb Wing (info)
12- CG 42 Bomb Wing
2- AOC MACAF
15- CO 87th Ftr. Wing (info)
5- CO 350th Ftr. Gp.
5- OC 328 Wing
4- CO Borgo Ftr. Sector
4- CO Ajaccio Ftr. Sector.
4- CO Alghero Ftr. Sector.
4- CO Cagliari Ftr. Sector.
2- CO 414th Night Ftr. Sq.
2- CO 417th Night Ftr. Sq.
2- CO No. 1 ERS
2- OC 326 Sq. FAF
2- OC 327 Sq. FAF
2- OC 328 Sq. FAF
2- OC 284 Sq. RAF.
2- OC 6 Sq. Det.
2- Oc 4/s Sq. Det. FAF

Internal
1- RASO COR
1- CG
1- Sig.
3- A-3
2- Comm. O
1- Adj.

11 52

EXTRA

S E C R E T

Secret
By Auth. CG
4 June 1944

HEADQUARTERS
SIXTY THIRD FIGHTER WING

J-MRG/5

APO 650
4 June 1944

File Ref.

SUBJECT: Amendment No. 2 to 63rd Fighter Wing S.I. 35-127A.

TO: See Distribution.

1. The following additions are to be made to Signal Instruction 35-127A this Headquarters, 21 May 1944:

a. Under Borgo Sector add:

STATION	CALL SIGN	CHANNELS	EQUIP.	PINPOINT	WATCH AND REMARKS
A.M.E.S. 14021	Bandbox	H- 6380	SCR 573 574	42o48'N 09o29'E	Sited as COL
U.S. 2119	Narrate		SCR 624	41o45'N 09o24'E	Sited as COL

b. Under Alghero Sector add:

STATION	CALL SIGN	CHANNELS	EQUIP.	PINPOINT	WATCH AND REMARKS
U.S. 2114	Backup		SCR 624	40o35'N 09o47'E	Sited as COL (Non-operational)

By command of Brigadier General CRAIGIE:

John B. Morgan

JOHN B. MORGAN,
CWO, AUS,
Assistant Adj.

S-1678

DISTRIBUTION

2- CG MAAF (info)
2- CG XII Ftr. Command
2- CG TAF (info)
15- CG 57 Bomb Wing (info)
15- CG 42 Bomb Wing (info)
15- CO 87th Ftr. Wing (info)
2- AOC MACAF
5- OC 328 Wing
4- CO 6500th Hq & Hq Sq F.C.A
4- CO 6501st Hq & Hq Sq FCA
4- CO 6503rd " " " "
4- CO 6504th " " " "
2- CO 414th NFS
2- CO 417th NFS
2- CO 1 M.R.Sq
2- OC 326 Sq (FAF)
2- OC 327 Sq (FAF)
2- OC 328 Sq (F.
2- OC 284 Sq.
2- OC 6 Sq Det
2- OC 4S Sq. Det
3- A-3
1- R.SO COR
1- CG
1- Sig
1- Comm
1- Controller

S E C R E T

S E C R E T

: Secret :
:By Auth CG____:
:21 Mar 1944 :

J-ADG/5

HEADQUARTERS
SIXTY THIRD FIGHTER WING

APO 650
21 Mar 1944

File Ref. 676.3

SIGNAL INSTRUCTIONS)
: VHF AND AIRBORNE RADIO
NUMBER 35-127A)

VHF RADIO SYSTEM
SIXTY THIRD FIGHTER WING

1. This instruction supersedes Signals Instruction 35-127, this Headquarters dated 19 March 1944, all copies of which are to be destroyed by burning.

BORGO SECTOR

STATION	CALL SIGN	CHANNELS	EQUIP.	PINPOINT	WATCH AND REMARKS
Sector Control	Blacktop	A 6270 B 6130 C 6450 D 6550 B 6410 (When required- T.F Fighter-Bomber Common)	2 ea SCR 573-574	42o32'N 09o23'E	Continuous all channels
Borgo Homer	Brickpath	A 6270 B 6130 C 6450 D 6550	SCR 575	42o32'N 09o23'E	Continuous channel D for ASR. Other ch. available through Sector Control. Uses Sector R/T.
Ghisonaccia Homer	Housemaid	A 6270 B 6130 C 6450 D 6550	SCR 575	42o05'N 09o18'E	Continuous channel D for ASR. Other ch. available thru Sector Control. Uses R/T of MRS 869.
Borgo A/D Control	Junkcart	A 6270 C 6450	SCR 624	42o34'N 09o28'E	Continuous on request to Blacktop.
Ghisonaccia A/D Control	Gaily	C 6450	SCR 624	42o02'N 09o24'E	Dawn to dusk
Calvi A/D Control	Canoe	C 6450		42o34'N 08o48'E	non-operational

S E C R E T

S E C R E T

CORSO SECTOR (cont)

STATION	CALL SIGN	CHANNELS	EQUIP.	PINPOINT	WATCH AND REMARKS
Calvi Homer	Snowball	A 6270 B 6130 C 6450 D 6550	SCR 575	42o33'N 08o44'E	Continuous channel D for ASR. Other ch. available thru Sector Control.
Cap Corse Fixer	Grass Hill	A 6270 B 6130 C 6450 D 6550	SCR 575	42o59'N 09o21'E	Continuous channel D for ASR. Other ch. available thru Sector Control Available as homer in emergency only.
Porto Vecchio Fixer		A 6270 B 6130 C 6450 D 6550	SCR 566	41o45'N 09o24'E	channels as directed by controller. Ch. D continuous for ASR.
Belgodere Fixer		A 6270 B 6130 C 6450 D 6550	SCR 575	42o34'N 09o02'E	Continuous channel D for ASR, others under direction controller.
Sisco Fixer		A 6270 B 6130 C 6450 D 6550	SCR 575	42o47'N 09o29'E	Continuous channel D for ASR, others under direction controller.
A.M.E.S. 892	Spotlight	H 6380	British VHF	42o33'N 09o30'E	Operates in conjunctio with Sector. Sited as GCI. Equip. to be re-placed by transportabl VHF.
A ES 889	Toothpaste	G 5640	Transport-able VHF	42o05'N 09o32'E	sited as COL.
A.M.E.S 8003	Straightlace	B 6010	SCR 573-574	42o35'N 08o49'E	Sited as COL.
A.M.E.S. 16004	Ducksegg		Hi Power VHF	42o35'N 08o49'E	
A.M.E.S 11000	Ragtoy	F 6490	British Mobile		non operational
A.M.E.S. 11001	Set Square	= 6590		42o20'N 09o21'E	non operational

0988

BORGO SECTOR (cont.)

STATION	CALL SIGN	CHANNELS	EQUIP.	PINPOINT	WATCH AND REMARKS
U.S. 3001	RHUBARB			42o48'N 09o29'E	M.E.W. (non operational
Remote Relay	Blacktop	B 6130 C 6450	SCR 573 574	42o59'N 09o21'E	Continuous

AJACCIO SECTOR

STATION	CALL SIGN	CHANNELS	EQUIP.	PINPOINT	WATCH AND REMARKS
Sector Control	Foodshop	A 6270 B 6080 C 6450 D 6550	2 ea SCR 573 574	41o57'N 08o42'E	continuous ch. 6 & D others under direction of controller
Ajaccio Homer	Goosegog	A 6270 B 6080 C 6450 D 6550	SCR 575	41o57'N 08o42'E	Continuous ch. D for ASR other ch available thru Sector Controller
Cap Cavallo Fixer		A 6270 B 6080 C 6450 D 6550	SCR 575	42o30'N 08o40'E	Continuous ch. D for ASR other ch available thru Sector Controller
Sartene Fixer		A 6270 B 6080 C 6450 D 6550	SCR 575	41o37'N 08o55'E	Continuous Ch. D for ASR other ch. available thru Sector Controller
Fixer #16	Ten Kay Three	A 6270 B 6080 C 6450 D 6550	SCR 575	41o06'N 08o18'E	Continuous ch. D for ASR, others under direction controller.
Ajaccio A/D Control	Whatnot	A 6270 C 6450	SCR 624	41o55'N 08o47'E	available by calling Foodshop
AMES 8001	Verdon	A 6590	SCR 573-574	41o5[illegible]'N 08o37'E	[illegible] sited as CO[illegible]
A.M.E.S. 14020	Penknife	A 6590	SCR 573-574	41o54'N 08o37'E	Uses same VHF as 8001

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ALGHERO SECTOR

STATION	CALL SIGN	CHANNELS	EQUIP.	PINPOINT	WATCH AND REMARKS
Sector Control	Colgate	A 6270 B 6040 C 6450 D 6550	2 on SCR 573-574	40o38'N 08o15'E	Continuous on ch C & D others under direction controller.
Alghero Homer	Dundee	A 6270 B 6040 C 6450 D 6550	SCR 575	40o38'N 08o15'E	Continuous on ch. D for ASR, others as directed by controller
Fixer #8	Colgate Sugar	A 6270 B 6040 C 6450 D 6550	SCR 575	41o06'N 08o18'E	Continuous ch. D for ASR, others under direc tion controller. Sta. in Corsica under Operat tional Control Alghero for sector Fixing
Fixer #4	Colgate Victor	A 6270 B 6040 C 6450 D 6550	SCR 575	40o40'N 08o41'E	Continuous ch. D for ASR, others under direc ion of controller.
Fixer #21	Colgate William	A 6270 B 6040 C 6450 D 6550	SCR 566	41o37'N 08o55'E	Continuous on ch. D others under direction controller. Sector Fix ing only, located [illegible] Corsica. Reports to Alghero only.
Fixer #6	Colgate Uncle	A 6270 B 6040 C 6450 D 6550	SCR 575	40o23'N 08o25'E	Continuous on ch. D for ASR, others under direction controller.
Alghero A/D Control	Lorraine	A 6270 C 6450	SCR 522	40o39'N 08o18'E	Daylight hours on re- quest to Colgate. HF [illegible] 6440 on request.
A.M.E.S. 680	Quickstep	B 6010	British Transport- able VHF	41o14'N 09o24'E	[illegible] sited as GCL.
U.S. 898	Nigel	E 6310	British VHF	40o37'N 09o24'E	Operates in conjunction with Sector [illegible] sited as GCI

SECRET

SECRET

CAGLIARI SECTOR

STATION	CALL SIGN	CHANNELS	EQUIP	PINPOINT	WATCH AND REMARKS
Sector Control	Bunting	A 6270 B 6040 C 6450 D 6550	2 on SCR 573-574	39o15'N 09o06'E	Continuous on Ch C & D others under direction Controller.
Elmas Homer	Edmund	A 6270 B 6040 C 6450 D 6550	SCR 575	39o15'N 09o03'E	Continusous on Ch. D for ASR, others under direction controller.
Fixer #1	Basil 1	A 6270 B 6040 C 6450 D 6550	SCR 566	39o22'N 09o17'E	Continuous for Sector Fixing
Fixer #2	Basil 2	A 6270 B 6040 C 6450 D 6550	SCR 566	39o42'N 09o30'E	Continuous for Sector Fixing.
Fixer #3	Basil 3	A 6270 B 6040 C 6450 D 6550	SCR 566	39o33'N 08o47'E	Continuous for Sector Fixing.
U.S. 881	Daring	G 5940	British Equip	40o04'N 08o29'E	Used in conjunction with Sector. Sited as COL.
AMES 8005	Malign	H 6380	British Transport-able VHF	39o58'N 09o41'E	Used in conj nction with Sector. Sited as GCI.
Elmas A/D Control	Doctrine	A 6270 C 6450	SCR 522	39o14'N 09o03'E	Day only.
Remote Relay	Bunting 2	B 6040 C 6450	SCR 573-574	39o22'N 09o17'E	Continuous.

2. GCI/COL stations hold all nigh fighter frequencies including day fighter "A". GCI/COL stations frequently use individual Sector B channels for controlling day fighter interceptions. When convoys are in vicinity radar stations equipped with VHF maintain continuous watch on channel A, (night fighter Ch. "E"). Hours of watch are under the direction of Sector Controller who will inform A/C of proper channel for contacting GCI/COL.

THIS PAGE IS DECLASSIFIED IAW EO 13526

S E C R E T

By command of Brigadier General CR..IGIE:

John B Morgan
JOHN B. MORGAN,
.CJG, AUS,
Assistant Adj.

57332

DISTRIBUTION

2- CG M..F
2-CG XII Ftr. Command
2- CG T.F (info)
2- CG 57 Bomb Wing
2- CG 42nd Bomb Wing
2- .OC M.C.F.
5- CC 251 Wg.
5- CC 3 2 Wg.
5-CO 310 Bomb Gp
5- CO 340th Bomb Gp
5- CC 57th Ftr. Gp.
5- CO 350th Ftr. Gp/
5- CC 328 Wing
4- CO Borgo Ftr. Sector
4- CO .jaccio Ftr. Sector
4- CO .lghero Ftr. Sector
4- CO Cagliari Ftr. Sector.
5- CC 321 Bomb Gp
2- CO 414th NFS
2- CO 417th NFS
2- CO 1st EFS
2- CC 3 6 Sq. (F.F)
2- CC 327 Sq. "
2- CC 328 Sq. "
2- CC 284 Sq. R.F
2- CC 6 Sq. R.F
.- CC 28 Sq. R.F.
2- CC .S Sq. Det. (F.F)

Internal

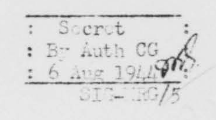
1- R.SO COR
1- CG
1- Sig.
3- .-3
2- Comm. O
1- .dj.

S E C R E T

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S E C R E T



: Secret :
: By Auth CG :
: 6 Aug 1944 :
SIG-ERG/5

HEADQUARTERS
SIXTY THIRD FIGHTER WING

APO 650
6 Aug 1944

File Ref.

SUBJECT: Amendment No. 1 to S.I. 35-127B.

TO: See Distribution.

1. The following changes and additions are to be made in S.I. 35-127B, this Headquarters, dated 25 July 1944:

a. Paragraph one under Borgo Sector, -Blacktop Sector Control delete channel B 6490 kcs and channel A 6350 kcs.

b. Paragraph 1 under Alghero Sector delete Cagliari Homer and substitute Cagliari Navigational Aid, delete [illegible] SCR 575 for this facility and substitute SCR 566 and SCR 573-574

c. Paragraph 1 under Alghero Sector delete Cap Comino Fixer and substitute Cap Comino Navigational Aid.

d. Paragraph 1 under Alghero Sector add the following stations:

STATION	CALL SIGN	CHANNELS	EQUIP	PINPOINT	WATCH AND REMARKS
U.S. 881	Daring	G 5640	British Transportable	40o04'N 08o29'E	Sited as COL
U.S 8011	Lacoblouse	A 6590	British Transportable	39o28'N 08o23'E	Sited as COL

e. Paragraph 1, under Borgo Sector, under U.S. 3001 delete Channel B 6490 kcs and substitute 5590 kcs.

f. Paragraph 1, under Borgo Sector, under WIDS 16004 delete Channel B 6490 kcs and substitute 5710 kcs.

g. Paragraph 3 under Borgo Sector delete LIGHTFACE and substitute SPONGEBAG, as callsign for 284 Sq.

h. Paragraph 3 under Borgo Sector, add BETWAY, 63rd Fighter Wing VHF R/T callsign.

i. Paragraph 3 under Borgo Sector delete MTB s and substitute HSL s

5-1843

S E C R E T

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j. Paragraph 3 under 328 Wing Alghero Sector delete 39 Sq and call signs.; add 17 SAAF sq Non-operational callsign DUCK B D and operational call sign BUZ ER.

k. Paragraph 3 under Alghero Sector, add 284 Sq, non-operational call sign SPONGEBAG and operational call sign PLAINSONG.

By command of Brigadier General CRAIGIE:

NEAL E. GUY
Major, Air Corps
Adjutant.

DISTRIBUTION

25 CO 6500 FCA
15 CO 6503 FCA
20 CO 6501 FCA
5 CO 325th Ftr. Control Sq.
1- CO 417 NFS
2- OC 284 Sq.
1- OC 23rd Photo Recon Sq.
2- OC 43 Sq.
4- OC 339 Wing (FAF)
1- CO 1st E.R.S.
10- OC 328 Wing (for redist to sqdns)
4- CO 350th Ftr. Gp.
1- CO 414 NFS
1- OC 153 Sq Det.
2- CG XII Ftr. Command
2- CG 12 AF
2- AOC MACAF
2- AAF MTO
5- CO 87th Ftr. Wing (info)
5- CG 42nd Bomb Wing (info)
5- CG 57th Bomb Wing (info)
2- CG AAF Wash D/C(att Crypto Security Officer)
5- CG TAF (info)
1 ea to Station Commanders Borgo, Ghisonaccia, Calvi, Bevinco, Aghione, Ajaccio, Alghero

Internal
1- CG
1- RASO COR
3- A-3
1- A-2
1- Sig
1- Comm O
1- Adj.

SECRET

HEADQUARTERS
SIXTY THIRD FIGHTER WING

SIG-MRG/5

File Ref.

APO 650
27 June 1944

SIGNAL INSTRUCTIONS)
: VHF AND AIRBORNE RADIO
NUMBER 35-128)

V.H.F. ALLOCATION OF FREQUENCIES - RADAR STATIONS

1. The VHF channel allocations to Radar stations listed in Appendix to this instruction are effective at 1200B hours 1 July 1944.

2. The latest proposed moves of Radar Stations have been taken into account as far as is known, but where V.H.F. channel is allocated to a Radar station, it is to the location that the allotment is made. Should operational requirements necessitate changes in the plans for location of Radar Stations so that the positions are taken up by stations other than those enumerated below, the frequency will be taken over by the Radar station moving into specified locality.

3. The choice of night operational frequencies has been governed by the following considerations:-

a. It is desired to provide the greatest possible geographical spacing between stations using the same channel, and to take advantage of the screening effect of high ground intervening.

b. Where the close proximity of a large number of stations makes allocation of the same channel to more than one unavoidable and interference may be expected, the allocation of the same channel to more than one "high cover" Radar station is avoided.

c. Where the same channel has been allotted to stations which if in simultaneous operation may be expected to interfere, alternative frequencies have also been provided. (It may sometimes be advantageous to keep both stations on the same channel for handing over a pursuit. Both channels are available and will be used as directed by the Controller.

4. It will be noticed that channel 27 (6550 kcs) the Central Mediterranean Air Sea Rescue Channel, is proposed for use as an operational channel for AMES 11001 and reserve channel for AMES 14021 and the SCR 527 to be sited at Solenzara it is emphasised that the channel may only be used at night and if it is found that Air Sea Rescue Operations are hindered, the allocation will be withdrawn.

5. It is noted that channel 15 is M.A.T.A.F. Bomber and Escort Common channel and that dusk interference to Radar Stations operating on Channel 15 has been experienced. If such interference persists, it is requested that reports may be forwarded in accordance with MACAF Signals Instruction No.32. Practice interceptions will not be run on channel 15 during daylight hours.

S-1545

6. Present and future frequency allocations are as noted in the attached Appendix.

7. Channel 29,(6450 kcs) has not been specifically allocated but, may, at the Controller's discretion, be used to facilitate handing over, or as a reserve channel in case of interference.

8. It shall be the responsibility of the Sector Commander to see that no unnecessary duplicate watches are kept by radar stations and Sectors, to avoid wear and tear on radar VHF equipment. VHF maintenance should be accomplished during the radar maintenance period.

By command of Brigadier General CRAIGIE

NEAL E. GUY
Major, Air Corps
Adjutant

DISTRIBUTION
10- CO 6500 FCA (including cys for redistribution to Radars concerned)
5- CO 6503 FCA " " " " " "
6- CO 6501 FCA " " " " " "
2- CO 325th Ftr Control Sq.
2- CO 414th Night Ftr. Sq.
2- CO 417th Night Ftr. Sq.
1- CO 328 Wing
1- CO 62nd Ftr. Wing (info)
1- AOC MACAF (info)
3- CG XII Ftr. Command (info)
1- CO 87th Fighter Wing (info)
3- CG XII AF (info)
1- CG AAF MTO

2- A-3
2- Comm. O.
1- Sig.
1- Controller COR
1- Adj.

APPENDIX

Radar Station	Location	VHF Block Channel	Frequency
U.S. 898	Alghero	15	6490 kcs
U.S. 881	Nr. C· Mannu	12	5640 "
U.S. 2114	C· Comino	11	6590 "
A.M.E.S. 880	I of Maddalena	10	6010 "
A.M.E.S. 14020) A.M.E.S. 8001)	Ajaccio	11	6590 "
U.S. 2119	Solenzara	23/27	6380 & 6550 kcs
A.M.E.S. 889	Aleria	15/25	6490 & 6270 "
A.M.E.S. 11001	Taverna	27/12	6550 & 5640 "
A.M.E.S. 892	Bastia	23	6380 kcs
A.M.E.S. 14021	Sisco	12/27	5640 & 6550 kcs
U.S. 3001	C. Corse	15	6490 kcs
A.M.E.S. 16004)	Calvi	10	6010 kcs
A.M.E.S. 8003)	Calvi	10	6010 kcs
A.M.E.S. 8005	Leghorn (proposed)	12/25	5640 & 6270 kcs

SECRET

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x x x x x x x x x x
x SECRET BY AUTH x
x C.G. [signature] x
x 5 May 1944 x
x x x x x x x x x x
J-ARO/2

HEADQUARTERS
SIXTY THIRD FIGHTER WING

APO 650
5 May 1944

File Ref. 676.3

SIGNAL INSTRUCTION)
: RADIO COMMUNICATIONS
NUMBER 39-50)

Inter-Filter W/T Channel

1. The Inter-Sector W/T Channel on 4615 kc/s is provided for Inter-Filter Room liaison in cases where there are no landline communications, either due to landline failure or to intervening sea.

2. All Fighter Sector W/T Stations are to maintain continuous watch on this channel, which is to be used solely for passing information to adjacent sectors, of:-

a. Plots or tracks of hostile or unidentified aircraft.
b. Plots or tracks of friendly aircraft in distress.

3. Since a common frequency is used by all sectors, transmissions are to be restricted to the minimum. Transmitter power is to be restricted to that necessary for communication with immediately adjacent sectors only. Only tracks or plots which are of interest to neighbouring sectors are to be transmitted and then only if no landline communication exists with that sector. That is, the sector will normally only transmit tracks or plots which appear to be passing out of its own area into a sector area with which it has no landline communication.

a. It is emphasized that plots of hostile aircraft in the Oran and Algiers Sectors are not to be broadcast with the intention of attempting interception from Sectors in Corsica and Sardinia.

4. The texts of Inter-Filter Room messages will be in the normal Filter Room Telling Procedure, converted into the terms of the Air Warning Code. Abbreviated procedure is to be used, giving the callsign of the originating sector only. Recipients can quickly see whether it is of interest to them or not. A typical message would be:-

5VU - PS - A04237 - X572 - W9 - A14

meaning that the sector (call sign 5VU) has a track moving Northwest (PS) in position (A04237) and the track designation is (X572), number of aircraft is 9 (W9) at height 14,000 feet (A14).

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S E C R E T

5. No movements signals may be sent on this channel. Messages concerning movement of a/c must go by landline when possible or by W/T on the movements net.

6. In order that the points listed below may be enforced MACAF has appointed control stations for the Inter-Filter W/T channel.

a. Stations must listen out before transmitting.

b. Transmitters must be kept accurately tuned to 4615 kc/s.

c. Orders from control must be obeyed instantly.

d. Only Filter Room tracks may be transmitted.

e. W/T silence is to be maintained by all stations, unless to pass a message or when called by a station requiring to pass a message.

f. As far as possible direct communication is to be carried out between sectors. There should be little need for other sectors to act as link. The practice of making blind broadcasts of tracks with the hope that the sector concerned will by chance hear it, will be discontinued. Passage of tracks must be definite and it is the responsibility of the originating station to make sure that the tracks reach the addressee in the quickest possible manner.

7. Control Stations are designated as:-

338 Wing, Algiers.
CAF Station, Bone.
AHQ, Malta.
286 Wing, Taranto.
63rd Fighter Wing, Borgo P.S.

By command of Brigadier General CRAIGIE:

John B. Morgan
JOHN B. MORGAN,
WOJG, AUS,
Assistant Adjutant.

S E C R E T

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HEADQUARTERS
6500 FIGHTER CONTROL AREA (P)
APO 650

SIG-KLH/TC

1 JUNE 1944

SIGNAL INSTRUCTION: RADIO TELEPHONE PROCEDURE.

TO : SEE DISTRIBUTION.

1. THE PURPOSE OF THIS INSTRUCTION IS TO SET FORTH A STANDARD OPERATING PROCEDURE FOR USE IN RADIO TELEPHONE PLOTTING. THIS INSTRUCTION WILL BE USED AS A GUIDE AND FOLLOWED AS CLOSELY AS POSSIBLE, AND PRACTICIBLE.

2. VOICE COMMUNICATION BY RADIO IS SELDOM AS FREE OF NOISE AS IS TELEPHONE COMMUNICATION. THAT FACT IS APPARENT WHEN ON CONSIDERS ALL THE FACTORS THAT AFFECT RADIO, SUCH AS A FADING SIGNAL, ATMOSPHERICS, INTERFERENCE FROM OTHER STATIONS, ETC. THEREFORE, THE FOLLOWING CONSIDERATIONS MUST BE BORNE IN MIND. AN OPERATOR MUST:

A. SPEAK DISTINCTLY, AND DIRECTLY INTO THE MOUTHPIECE, NOT ACROSS IT.
B. NOT WHISPER, LOWER NOR RAISE THE PITCH OF HIS VOICE.
C. NOT SPEAK HURRIEDLY BUT AT A NORMAL CONVERSATIONAL RATE

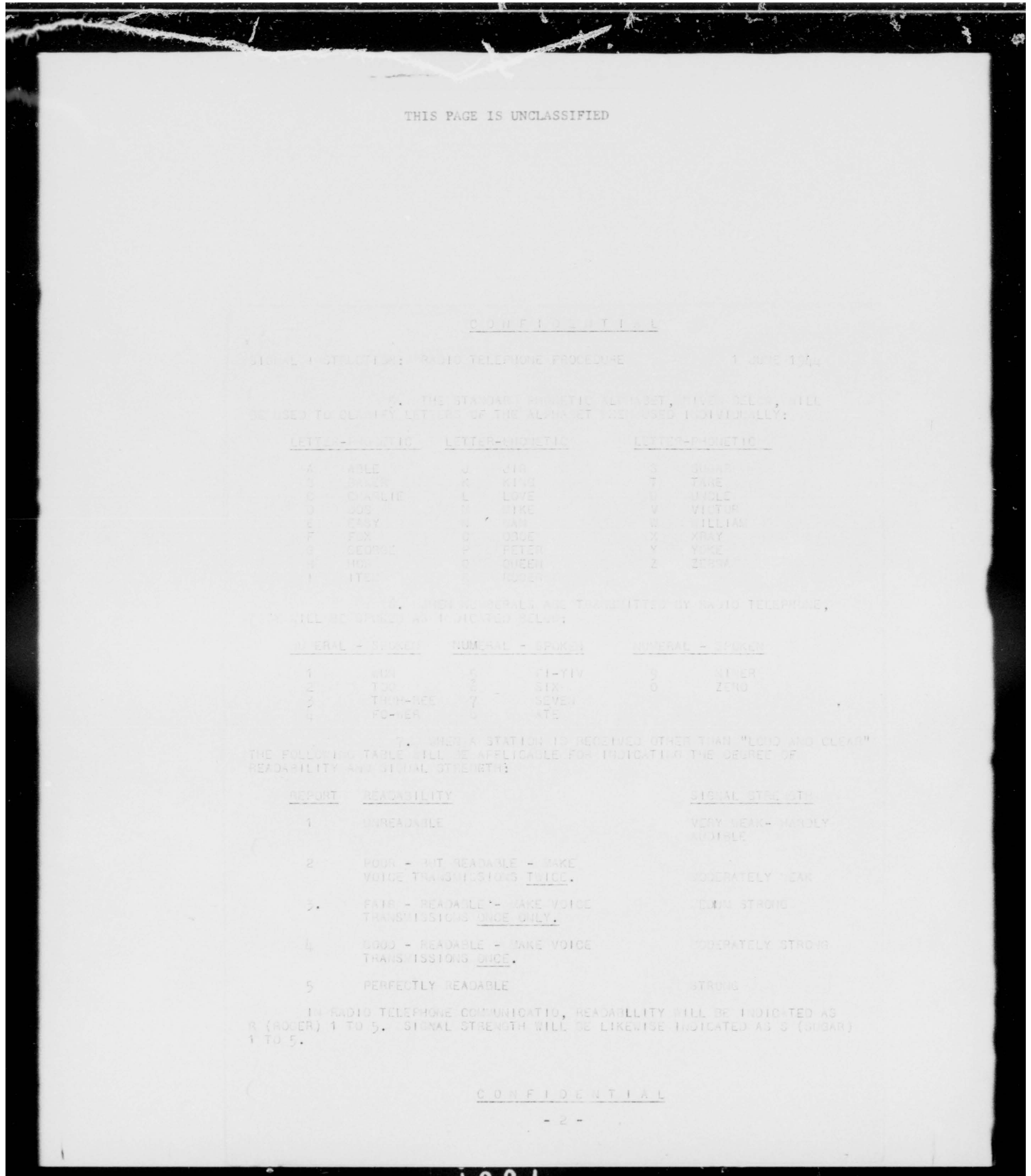
3. RADIO IS NATURALLY MORE SUSCEPTIBLE TO ENEMY INTERCEPTION AND INTERFERENCE THAN IS A TELEPHONE CIRCUIT. THEREFORE, UNNECESSARY TRANSMISSIONS MUST BE AVOIDED AND ALL TRANSMISSIONS MADE IN A CONCISE AND BUSINESSLIKE MANNER. ONLY OFFICIAL TRANSMISSIONS WILL BE PERMITTED. REMEMBER THAT YOUR SECURITY DEPENDS IN PART UPON NO SECRET INFORMATION IN THE CLEAR REACHING THE ENEMY THROUGH THE MEANS AT YOUR DISPOSAL.

4. PARAGRAPH 11, TM 11-454, DATED 12 MAY 194[illegible], CONCERNS THE ESTABLISHMENT OF RADIO CONTACTS, AND IS QUOTED BELOW:

PARAGRAPH 11 - CALLING RULES.

A. "TO ESTABLISH COMMUNICATION OR WHEN COMMUNICATION IS DIFFICULT, THE CALL-SIGNS ARE MADE TWICE.
B. IN OTHER CASES, THE CALL SIGNS ARE MADE ONCE ONLY.
C. IF A CALLED STATION FAILS TO ANSWER PROMPTLY, THE PRELIMINARY CALL IS REPEATED.
D. IF THE SECOND CALL IS NOT ANSWERED, THE CALLING STATION MUST WAIT A REASONABLE TIME AND AGAIN CALL, GIVING CONSIDERATION TO CIRCUMSTANCES AND OTHER STATIONS WHICH MAY NEED TO USE THE FREQUENCY.
E. THE OPERATOR MUST CONSTANTLY BEAR IN MIND THE POSSIBILITY THAT ENEMY DIRECTION-FINDING STATIONS WILL WELCOME A RADIO OPERATOR'S PROLONGED TRANSMISSIONS. ONE GOAL OF TRAINING SHOULD BE STATION CONTACT AND MESSAGE EXCHANGE WITH THE FEWEST AND SHORTEST POSSIBLE TRANSMISSIONS."

#1619



SIGNAL INSTRUCTION: RADIO TELEPHONE PROCEDURE 1 JUNE 1944

5. THE STANDARD PHONETIC ALPHABET, GIVEN BELOW, WILL BE USED TO CLARIFY LETTERS OF THE ALPHABET WHEN USED INDIVIDUALLY:

LETTER	PHONETIC	LETTER	PHONETIC	LETTER	PHONETIC
A	ABLE	J	JIG	S	SUGAR
B	BAKER	K	KING	T	TARE
C	CHARLIE	L	LOVE	U	UNCLE
D	DOG	M	MIKE	V	VICTOR
E	EASY	N	NAN	W	WILLIAM
F	FOX	O	OBOE	X	XRAY
G	GEORGE	P	PETER	Y	YOKE
H	HOW	Q	QUEEN	Z	ZEBRA
I	ITEM	R	ROGER		

6. WHEN NUMERALS ARE TRANSMITTED BY RADIO TELEPHONE, THEY WILL BE SPOKEN AS INDICATED BELOW:

NUMERAL	SPOKEN	NUMERAL	SPOKEN	NUMERAL	SPOKEN
1	WUN	5	FI-YIV	9	NINER
2	TOO	6	SIX	0	ZERO
3	THUH-REE	7	SEVEN		
4	FO-WER	8	ATE		

7. WHEN A STATION IS RECEIVED OTHER THAN "LOUD AND CLEAR" THE FOLLOWING TABLE WILL BE APPLICABLE FOR INDICATING THE DEGREE OF READABILITY AND SIGNAL STRENGTH:

REPORT	READABILITY	SIGNAL STRENGTH
1	UNREADABLE	VERY WEAK- HARDLY AUDIBLE
2	POOR - BUT READABLE - MAKE VOICE TRANSMISSIONS TWICE.	MODERATELY WEAK
3.	FAIR - READABLE - MAKE VOICE TRANSMISSIONS ONCE ONLY.	MEDIUM STRONG
4	GOOD - READABLE - MAKE VOICE TRANSMISSIONS ONCE.	MODERATELY STRONG
5	PERFECTLY READABLE	STRONG

IN RADIO TELEPHONE COMMUNICATIO, READABLLITY WILL BE INDICATED AS R (ROGER) 1 TO 5. SIGNAL STRENGTH WILL BE LIKEWISE INDICATED AS S (SUGAR) 1 TO 5.

SIGNAL INSTRUCTION: RADIO TELEPHONE PROCEDURE. 1 JUNE 1944

C. IT IS IMPRACTICAL TO SET FORTH HERE ALL THE SPECIFIC PROCEDURE PHRASES THAT MIGHT BE REQUIRED IN RADIO TELEPHONE COMMUNICATION. HOWEVER, THE MOST COMMONLY USED WORDS AND PHRASES, AS GIVEN BELOW, HAVE BEEN ADOPTED BY THIS HEADQUARTERS AND WILL BE USED BY ALL R/T OPERATORS AND PLOTTERS USING R/T WITHIN THIS COMMAND.

WORD OR PHRASE	MEANING
"ROGER"	I HAVE RECEIVED ALL OF YOUR LAST TRANSMISSION.
"ACKNOWLEDGE"	LET ME KNOW THAT YOU HAVE RECEIVED AND UNDERSTOOD MY MESSAGE.
"MESSAGE UNDERSTOOD"	YOUR MESSAGE RECEIVED AND UNDERSTOOD. (WHERE APPLICABLE) I WILL COMPLY.
"HOW DO YOU RECEIVE ME"	
"RECEIVING YOU (LOUD AND CLEAR)(R 1 - 5, S 1 - 5)"	I AM RECEIVING YOU LOUD AND CLEAR OR AS INDICATED BY "R" AND "S" NUMERALS.
"YOU ARE UNREADABLE"	I CAN NOT UNDERSTAND YOU.
"PLEASE STANDBY"	I DESIRE THAT YOU "LISTEN OUT" UNTIL FURTHER INSTRUCTIONS.
"PLEASE REPEAT"	REPEAT YOUR LAST TRANSMISSION.
"READ BACK"	READ BACK TO ME THE MESSAGE THAT I JUST GAVE YOU.
"THAT IS CORRECT"	YOU ARE RIGHT.
"CORRECTION"	AN ERROR HAS BEEN MADE IN THIS TRANSMISSION. THE CORRECT MESSAGE IS----.
"HAVE NOTHING FOR YOU"	I HAVE NO MESSAGE FOR YOU AT THIS TIME.
"OVER"	MY TRANSMISSION IS ENDED. COME IN PLEASE.
"OVER AND OUT" (USED BY CALLING STATION)	THIS CONVERSATION WITH YOU IS ENDED.
"OUT" (USED BY THE CALLED STATION)	I ACKNOWLEDGE THAT THIS CONVERSATION WITH YOU IS ENDED.
"LISTENING OUT"	I ACKNOWLEDGE YOUR REQUEST TO STANDBY. WILL COMPLY.

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C O N F I D E N T I A L

SIGNAL INSTRUCTION: RADIO TELEPHONE PROCEDURE. 1 JUNE 1944

9. THE FOLLOWING EXAMPLES OF CALL-UPS IN TWO WAY R/T COMMUNICATION WILL BE USED AS GUIDES AND FOLLOWED CLOSELY:

A. TO ESTABLISH INITIAL CONTACT--

EXAMPLE 1 - 87H TRANSMITS:

THREE FOUR LOVE - THREE FOUR LOVE - THIS - EIGHT SEVEN HOW CALLING - OVER

EXAMPLE 2 - 34L TRANSMITS:

EIGHT SEVEN HOW - EIGHT SEVEN HOW - THIS IS - THREE FOUR LOVE ANSWERING - RECEIVING YOU LOUD AND CLEAR - HOW DO YOU RECEIVE ME - OVER

B. AFTER INITIAL CONTACT HAS BEEN ESTABLISHED--

EXAMPLE 3 - 87H TRANSMITS:

EIGHT SEVEN HOW ANSWERING - ROGER - RECEIVED YOU R-4 - S-2 - ROGER FOUR - SUGAR TWO - WILL CALL YOU AGAIN AT ONE SEVEN THREE ZERO HOURS - OVER

EXAMPLE 4 - 34L TRANSMITS:

THREE FOUR LOVE ANSWERING - ROGER - OVER AND OUT

EXAMPLE 5 - 87H TRANSMITS:

EIGHT SEVEN HOW ANSWERING - ROGER - OUT

THE ABOVE EXAMPLES ARE SHORT AND CONCISE; ALL UNNECESSARY WORDS HAVE BEEN ELIMINATED. THUS TRANSMISSIONS WILL BE HELD TO A MINIMUM.

BY ORDER OF THE COMMANDING OFFICER:

John E. [illegible]
JOHN E. BENISTA
CAPTAIN, SIGNAL CORPS
ADJUTANT

DISTRIBUTION:

SEE LAST PAGE.

C O N F I D E N T I A L

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
6500 FIGHTER CONTROL AREA (P)
APO 650

SIG-KLH/TC

1 JUNE 1944

SIGNAL INSTRUCTION: RADIO TELEPHONE PROCEDURE.

APPENDIX "A" : OPERATIONAL R/T PROCEDURE FOR RADAR AND FILTER PLOTTERS

1. THE RADIO RECEIVING ROOM AT S.O.R. WILL CONTINUOUSLY MONITOR ALL R/T REPORTING CHANNELS. COMMUNICATION CHECKS WILL BE MADE HOURLY WHEN RESPECTIVE LAND LINES ARE SERVICEABLE, AND EVERY HALF-HOUR (UNLESS OTHERWISE IN USE) WHEN A LAND LINE IS UNSERVICEABLE, OR WHERE THERE IS NO LAND LINE SERVING A STATION. ALL RDF CHANNELS WILL BE RE-ROUTED TO THE S.O.R. FILTER ROOM FOR CONTROL FROM THAT POSITION IN THE EVENT R/T COMMUNICATION BECOMES NECESSARY FOR PASSING PLOTS.

2. IN ADDITION TO THE RDF CHANNELS REFERRED TO ABOVE, OTHER SIMILAR CHANNELS TERMINATE IN THE FILTER ROOM, PROVIDING DIRECT R/T COMMUNICATION WITH ADDITIONAL RADAR UNITS. A RADIO OPERATOR WILL BE ON DUTY AT ALL TIMES IN THE FILTER ROOM TO MAKE ROUTINE COMMUNICATION CHECKS ON THESE CHANNELS. HE WILL KEEP THE FILTER OFFICER INFORMED AT ALL TIMES OF THE STATUS OF ALL RDF R/T CHANNELS.

3. IT WILL BE THE RESPONSIBILITY OF ALL RADAR UNITS TO MAKE THEIR ROUTINE R/T COMMUNICATION CHECKS PROMPTLY AND WITHOUT FAIL. THEY WILL MAKE THE INITIAL CALL-UPS TO S.O.R. THE R/T OPERATOR AT THE FILTER ROOM HANDLING THE "[illegible]" AND "[illegible]" CHANNELS WILL LISTEN OUT FROM 10 MINUTES BEFORE THE HOUR UNTIL 10 MINUTES AFTER THE HOUR, AND FROM 20 MINUTES AFTER THE HOUR UNTIL 40 MINUTES AFTER THE HOUR. R/T OPERATORS ON DUTY AT THE RADIO ROOM, HANDLING ALL OTHER RDF CHANNELS WILL LISTEN OUT CONTINUOUSLY. IN THE EVENT ANY LAND LINE BECOMES UNSERVICEABLE, THE R/T OPERATORS AT S.O.R., HANDLING THE CHANNELS TO THE RADAR UNITS CONCERNED, OR THE PLOTTERS RECEIVING PLOTS FROM THOSE UNITS, WILL LISTEN OUT CONTINUOUSLY ON R/T. IT IS MOST IMPORTANT THAT RADAR UNITS MAKE THEIR COMMUNICATION CHECKS PROMPTLY AND WITHOUT FAIL IN ORDER TO AVOID UNNECESSARY RADIO TRANSMISSION AND ALSO UNNECESSARY USE OF THE PLOT LINES TO THE FILTER ROOM TO ARRANGE R/T CALL-UPS.

4. IMMEDIATELY UPON NOTICE OF A "RED ALERT", ALL R/T CHANNELS WILL BE OPENED AND, AFTER ESTABLISHING CONTACT, ALL STATIONS CONCERNED WILL STANDBY - LISTEN OUT - FOR THE DURATION OF THE ALERT. AFTER THE "ALL CLEAR", ALL R/T CHANNELS WILL REVERT TO THEIR PREVIOUS STATUS.

C O N F I D E N T I A L

SIGNAL INSTRUCTION: RADIO TELEPHONE PROCEDURE. 1 JUNE 1944

5. THE STANDARD AIR WARNING CODE, AS SET FORTH IN APPENDIX "A", M.A.C.A.F. SIGNAL INSTRUCTION NO. 21, AND AS EXTRACTED IN SIGNAL INSTRUCTION NO. 35-16, HEADQUARTERS, [illegible] FIGHTER WING, DATED 7 MAY 1944, MUST BE USED AT ALL TIMES WHEN REPORTS OF AIRCRAFT ARE PASSED BY R/T COMMUNICATION. A COPY OF THIS LATTER INSTRUCTION IS ATTACHED TO THIS LETTER. ALL COPIES OF NO. 35-16, DATED 7 MAY 1944, WILL BE REMOVED FROM FILES AND DESTROYED. THE STANDARD PHONETIC ALPHABET WILL ALWAYS BE USED IN R/T COMMUNICATION.

6. ATTENTION IS DIRECTED TO THE RESTRICTIONS PLACED UPON R/T PLOTTING BY M.A.C.A.F. SIGNAL INSTRUCTION NO. 29, DATED 6 JANUARY 1944, PARAGRAPH 2 OF WHICH IS QUOTED BELOW:

PARAGRAPH 2 - RESTRICTIONS: "THE FOLLOWING RESTRICTIONS ARE TO BE INTRODUCED IMMEDIATELY:-

(A) OUTGOING TRACKS ARE NOT TO BE PLOTTED BY R/T OR W/T WHEN THEY ARE SHOWING IFF AND CONSIST OF MORE THAN ONE AIRCRAFT.
(B) FRIENDLY AIRCRAFT (OTHER THAN THOSE IN THE CATEGORY ABOVE) ARE NOT TO BE PLOTTED BY R/T OR W/T WHEN THEY ARE WITHIN 50 MILES OF ENEMY TERRITORY.
(C) CONVOY ESCORT AIRCRAFT ARE NOT TO BE PLOTTED BY R/T OR W/T.
(D) SHIPPING IS NEVER TO BE PLOTTED BY R/T AND W/T.

7. INFORMATION AND EXAMPLES IN THIS INSTRUCTION HAVE BEEN DICTATED BY NORMAL OPERATIONAL REQUIREMENTS. OPERATIONS OVER ANY PERIOD OF TIME WILL UNDOUBTEDLY CALL FOR CHANGES IN OPERATING PROCEDURE TO MEET CHANGING SITUATIONS. DISCUSSION TO IMPROVE OPERATIONAL EFFICIENCY OF THE USE OF R/T COMMUNICATION FOR RDF REPORTING IS INVITED AND SHOULD BE DIRECTED TO THE SIGNAL OFFICE OF THIS HEADQUARTERS.

BY ORDER OF THE COMMANDING OFFICER:

John E. Jenista

JOHN E. JENISTA
CAPTAIN, SIGNAL CORPS
ADJUTANT

DISTRIBUTION:

SEE LAST PAGE.

C O N F I D E N T I A L

HEADQUARTERS
6500 FIGHTER CONTROL AREA (P)
APO 650

SIG-KLM/TC

1 JUNE 1944

SIGNAL INSTRUCTION: RADIO TELEPHONE PROCEDURE.

APPENDIX "B" : SCHEDULE OF R/T COMMUNICATION CHECKS FOR ALL RADAR UNITS

1. EFFECTIVE THIS DATE, THE FOLLOWING SCHEDULE OF R/T COMMUNICATION CHECKS WILL BE ADHERED TO (BASED ON CONDITIONS OF SERVICE-ABLE LANDLINES).

"E/M" CHANNEL ØGL - 57J - 87H

ROUTINE CHECKS WILL BE MADE ONCE AN HOUR, ON THE HOUR.

"543" CHANNEL 34L - 458 - 87H

ROUTINE CHECKS WILL BE MADE ONCE AN HOUR, ON THE HALF HOUR.

"1830" CHANNEL 198 - 62U - 58H - 97H - 87H

ROUTINE CHECKS WILL BE MADE ONCE AN HOUR, ON THE HOUR.

"2055" CHANNEL 24H - 5ØN - 87H

ROUTINE CHECKS WILL BE MADE ONCE AN HOUR, ON THE HALF HOUR.

2. WHEN A LAND LINE BECOMES UNSERVICEABLE, THE RADAR UNIT OR UNITS THUS DEPRIVED OF THAT MEANS OF COMMUNICATION, WILL MAKE R/T CHECKS EVERY HALF HOUR UNLESS THE R/T CHANNEL IS BEING USED BY PASSING OF PLOTS. THE SCHEDULE ABOVE WILL STILL HOLD BUT THE ADDITIONAL CHECKS WILL BE MADE ONE-HALF HOUR LATER IN EACH CASE.

BY ORDER OF THE COMMANDING OFFICER:

John E. Jenista

JOHN E. JENISTA
CAPTAIN, SIGNAL CORPS
ADJUTANT

DISTRIBUTION:

SEE LAST PAGE.

#1619/2

CONFIDENTIAL

SIGNAL INSTRUCTION: RADIO TELEPHONE PROCEDURE. 1 JUNE 194[illegible]

DISTRIBUTION:

1 - CO, 6500 FTR. CONT. AREA
1 - A-3
1 - FILTER OFFICER, SOR
1 - FILTER OFFICER, AMES 15004
1 - RADIO OFFICER
1 - RADIO ROOM
1 - CO, "Y" SECTOR
1 - CO, 1[illegible]2 SIG SW PLT
1 - CO, 184 SIG SW PLT
1 - CO, 1[illegible] SIG SW PLT
1 - CO, 177 SIG SW PLT
1 - CO, 6523 RADAR REP PLT
1 - CO, US 2119

1 - CO, US [illegible]001
1 - CO, US 6623
1 - OC, AMES 295
1 - OC, AMES 372
1 - OC, AMES [illegible]
1 - OC, AMES 892
1 - OC, AMES 6005
1 - OC, AMES 6003
1 - OC, AMES 1100[illegible]
1 - OC, AMES 11001
1 - OC, AMES 1[illegible]021
1 - INFO CY - SIG. O., [illegible]
5 - FILE.

CONFIDENTIAL

S E C R E T

HEADQUARTERS
XII FIGHTER COMMAND
APO 650

SIG-KAH/and

5 July 1944

MEMORANDUM)
:
NUMBER 100-2)

SPECIAL SIGNAL INSTRUCTIONS - 63rd FIGHTER WING.

1. This S.S.I. supercedes Memorandum 100-2 published by this Headquarters dated 19 May 1944.

2. Signal Officer, 63rd Fighter Wing, is responsible for control of, and dissemination to, units under Wing control of the call signs and frequencies listed. He will check frequently and exercise close supervision over their use. Under no circumstances will he allow use of call signs and frequencies except those following.

3. Call Signs

a. WING HEADQUARTERS - BASTIA

W/T Call Sign - 22K
R/T Call Sign - BETRAY

b. BORGO FIGHTER SECTOR - BORGO, CORSICA (6500 HQ FCA-PRO

UNIT	TELEPRINTER	CALL SIGNS W/T	R/T	H/F R/T
Sector Hq.	MOFQ	87H	BLACKTOP	COTTON
AMES 892	(GCI)	Ø6L	SPOTLIGHT	
AMES 889	(COL)	24H	TOOTHPASTE	
AMES 8003	(GCI)	5ØN	STRAIGHTLACE	
AMES 295	(MRU)	34L		
U.S. 6610 (186 SSWP)	(582)	68H		
AMES 16004	(Type 16)	76Z	DUCKSEGG	
AMES 11001	(Type 11)	76R	SETSQUARE	
U.S. 1124 (6523)	(270)	84N		
U.S. 6623	(582-Mk III)	97N		
AMES 14021	(MCW COL)	19B	BANDBOX	
U.S. 3001	(MEW)	62U	RHUBARB	
U.S. 6601 (177 SSWP)	(582)	57J		
U.S. 2119 (527)	(COL)	Ø5Z	NARRATE	
ALTO AIRDROME			SHORTHAND	
Homer (Borgo)			BRICKPATH	
Homer (Calvi)			SNOWBALL	
Homer (Ghisonaccia)			H OUSEMAID	
Borgo Airdrome Control			JUNKCART	
Calvi Airdrome Control	(Teleprinter-MCMX)		CANOE	
AMES 372	(MRU)	52K		

11861

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SECRET

Special Signal Instructions Cont'd

UNIT	CALL SIGNS W/T	R/T
Ghisonaccia Airdrome Control		GAILY
Fixer (Cap Corse)		GRASSHILL
St. Catherine Airdrome	15V	TEMPIT
350 Fighter Group (Agione)	19K	
325 Fighter Control Squadron	Ø3J	

AIRCRAFT CALL SIGNS(R/T)

	W/T	R/T
Spare		FLAPJACK
Spare		BIRTHDAY
347 (Ghisonaccia)		DILUTE
Spare		CLATTER
417 Night Fighter Squadron (Teleprinter - MPFP) (swbd - Travel)		WASTENOT
Sector for use with Aircraft	7ØN	
350th Fighter Group	85N	
414th Night Fighter Squadron	34K	
253 Squadron	95N	
283 Squadron		LIONFACE
327 Squadron (FAF)		VALSTAR
328 Squadron (FAF)		HELEN
Spare		DEARIE

Sector Fixer Call Signs (W/T) - 35G

#2 G/R OPS AT BASTIA

	W/T	R/T	
Convoy Wave	16Z		6666/3925
Flying Control	64P		4320
Recce Wave	16Z		6540/3460
ASR Wave	16Z		4535
International Distress Wave			500KC

G/R OPS AT GHISONACCIA (323+ WING)

	W/T	R/T	
Convoy Wave	40L		6666/3925
Flying Control	24K		4320
Recce Wave	4ØL	GAILY	6540/3460
HF/DF	76Q		4535
MF Beacon	75L		236KC
Block for use with G/R Aircraft:		INKPAD NEXT WEEK NEWMAN OLD PAINT	

c. AJACCIO FIGHTER SECTOR-AJACCIO, CORSICA (6503 Hq FCA - PROV)

UNIT		CALL SIGNS W/T	R/T
SECTOR HQ		48Q	FOODSHOP
U.S. 1013 (6519)	(270)	22G	
AMES 8001	(COL)	89T	VARDON

SECRET (PAGE 2)

S E C R E T

Special Signal Instructions Cont'd

AJACCIO FIGHTER SECTOR - AJACCIO, CORSICA (6503 Hq FCA- Prov)

UNIT	CALL SIGNS W/T	CALL SIGNS R/T
AMES 392 (MRU)	84Q	
U.S. 6605 (181 SSWP) (582)	44Y	
AMES 14020	39L	PENKNIFE
Convoy Wave	89J	6666/3925
Flying Control	48Q	4320
ASR Wave (ASV Beacon)	89J	4535
Homer		GOOSEGOG
Ajaccio Airdrome Control		WHATNOT

AIRCRAFT CALL SIGNS(R/T)

4S (French Squadron)	NYLON
326 Squadron (FAF)	MEATY
Spare	LAST WEEK
Spare	FOYLEY
Spare	BARDIN

AIRCRAFT CALL SIGNS (W/T)

Sector for use with Aircraft	89J	
Sector Fixer Call Sign (W/T)	1ØK	
1st Emergency Rescue Squadron	9ØJ	DIDO

d. ALGHERO FIGHTER SECTOR - ALGHERO, SARDINIA (6501 Hq FCA - Prov)

Sector Hq	7 3Y	COLGATE
U.S. 898 (6535) (GCI)	65G	NIGEL
U.S. 1029 (6520) (270)	71R	
AMES 275 (MRU)	12M	
AMES 880 (COL)	37F	QUICKSTEP
U.S. 6603 (179 SSWP) (582)	Ø2M	
U.S. 6622 (582 Mk III)	87F	
U.S. 2114 (527) (COL)	Ø3Y	BACKUP

Following stations still located in former Cagliari Sector area, but under control of ALGHERO FIGHTER SECTOR:

AMES 294 (MRU)	48H	
U.S. 1030 (6521) (270)	65Q	
U.S. 881 (6534) (COL)	1ØF	DARING
H/F D/F Station	21M	4535KCS
Homer - Fixer (ELMAS)		EDMUND
Homer (Alghero Sector)		DUNDEE

G/R OPS - 328 WING - ALGHERO

Convoy Wave	79L	6666/3925
Flying Control	17H	4320
Recce Wave	79L	6540/3460
HF/DF	Ø8L	4535
MF Beacon	GF	440 KC

S E C R E T

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Special Signal Instructions Cont'd

AIRCRAFT CALL SIGNS (R/T)

UNIT	CALL SIGNS
Airdrome Control	LORRAINE
Spare	ROBERT
Spare	MOODY
Spare	PRESENT
23rd Photo Recon Squadron	SHIRTCUFF
23rd Sqdn (Mosquito)	STELLA
39th Squadron (Beaufighter)	BUZZER
272 Squadron (Beaufighter)	NOZEY
Spare	HIGHBALL
SPARE	GHETTO

OTHER CALL SIGNS(W/T)

Sector Fixer Call Sign 83F

4. Additional Call Signs will be assigned upon request.

5. Frequencies.

a. The following H /F frequencies are allotted for further assignment to Radars and Headquarters as required.

Channel (KCS)	Power (Watts)	ZONES	REMARKS
1560	75	9,10	Radar Reporting
1610	75	9,10	Fixer Net
1630	75	9,10	Radar Reporting
1660	75	,10	Radar Reporting
1755	75	9,	Radar Reporting
1765	75W	,10	Radar Reporting
1830	75	9,10	Radar Reporting
1900	75	,10	Radar Reporting
1920	75	9,	Fixer Net
1990	75	,10	Fixer Net
2150			Port Wave,Listening Watch
2205	75	,10	Radar Reporting
2440	75	,10	Radar Reporting
2635	400	9,10	Radar Reporting
2750	400	9,10	Greenline (ACCI)
3035	75	9,10	Radar Reporting
3090	400	9,10	GR Net
3160/4250	75	9,10	Administrative(ACC2 Net)
3180	75	All	Radar Reporting
3195	75	9,10	" "
3200	25	10,	" "
3220	25	9,10	" "
3235	75	9,10	" "
3250	75	9,10	" "
3260	75	9,10	" "
3310	75	9,10	" "
3440	75	9,10	" "
3670	75W	9,10	" "

Special Signal Instructions Cont'd

CHANNEL (KCS)	Power (Watts)	ZONES	REMARKS
3690	25	9,10	Radar Reporting
3890	400	9,	" "
4165	75W	9,10	" "
4320	400	All	Flying Control
4535	400W	All	ASR Wave
4685	400	9,10	Greenline (ACCI)
4615	400	All	Inter-filter Room Common
5215	400	9,10	Radar Reporting
5840/2295	400W	9,10,7	Intersector Move- ments Net
6030	400	9,	Radar Reporting
6370/3860	400W	9,	MACAF GR OPERATION
6540/3460	400	All	Recce Wave
6666/3925	400	All	Convoy Wave
8240/4635	400	All	MACAF Net # 3
6990/3365	400	All	MACAF Net # 2
7100/3390	400	All	MACAF Net # 1
7140/3435	400	All	Blueline
6820/4040	400W	All	MACAF pt. to pt. GR Ops.
8505/4565	400W	All	AFHQ-Air Command Corsica

b. When frequencies are shown for use in one zone only, they will be used only on that zone. A very careful check will be maintained on these channels. Variation will not exceed .02% of frequenc y assigned.

c. VHF frequencies are assigned as follows by channel numbers as shown in the Air Ministry Block System, Appendix A to MACAF S.I. (Part I) N o. 9.

	BUTTON	CHANNEL	FINAL FREQUENCY(MCS)	REMARKS
Day Fighter and G.R. fitted with VHF	A	25	112.86	Med. Coas tal Guard &Naval CO-OP
	B	Sector	Below	Ops 1 and Voice Fixing
	C	29	116.10	World Guard-Airdrome Control
	D	27	117.90	Air/Sea Rescue Fixing, N.of 38° N
Night Fight ers	A	11	118.62	GCI/COL Operations
	B	10	108.18	" " "
	C	29	116.10	World Guard
	D	27	117.90	ASR

S E C R E T

Special Signal Instructions Cont'd

BUTTON	CHANNEL	FINAL FREQUENCY (MCS)	REMARKS
E	25	112.86	Coastal Guard & Naval CO-OP
F	15	116.82	GCI/COL Operations
G	12	101.52	" " " "
H	23	114.84	" " " "

Sector Channels	BUTTON	CHANNEL	FINAL FREQUENCY (MCS)
Borgo	B	17	110.34
Ajaccio	B	21	109.44
ALGHERO	B	26	108.7 2

GCI/COL Channels	Channel	FINAL FREQUENCY (MCS)
AMES 892 (GCI)	23	114.84
AMES 889 (COL)	15/25	116.82/112.86
AMES 8003 (GCI)	10	108.18
AMES 8001 (COL)	11	118.62
AMES 880 (GCI)	10	108.18
U.S. 898 (GCI)	15	116.82
U.S. 881 (GCI)	12	101.52
AMES 11001	27/12	117.90/101.52
AMES 14021	12/27	101.52/117.90
U.S. 3001	15	116.82
AMES 14020	11	118.62
SCR 527 (Solenzara) **	23/27	114.84/117.90
SCR 527 (C.Comino) **	11	118.62

** When operational

VHF Frequencies us ed for Sector-Fixer Reporting

Borgo Sector - 126.72 MCS
Ajaccio Sector - 127.26 MCS
Alghero Sector - 127.98

6. This Headquarters will be notified of assignments made pursuant to above. No changes of above allocations will be made without prior approval of this headquarters.

7. Power of transmission will be kept to the minimum commensurate with satisfactory reception and under no circumstances exceed that authorized.

8. 4615 KC is the common inter-filter room frequency and will be used for that purpose only. It will not be used for administrative purposes.

By command of Brigadier General MORRIS

C. O. Baird Jr.
C. O. BAIRD, JR.,
Lt Col, Air Corps,
Acting Adjutant General

S E C R E T

S E C R E T

Special Signal Instructions Cont'd

DISTRIBUTION:

INTERNAL:

A.O.C.	1 cy
D.A.O.C.	1 cy
CSO, M.C.A.F	2 cy
MOVEMENTS	1 cy
Signal Office	6 cys
A-3	1 cy

EXTERNAL

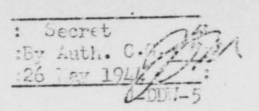
62nd Fighter Wing	5 cys
63rd Fighter Wing	25 cys
64th Fighter Wing	2 cys
M.A.A.F.	2 c ys
M.A.S.A.F.	2 cys
M.A.T.A.F.	2 cys
AAFSC/MTO	1 cy
12th Air Support Cmd	2 cys
242 Group	1 cy
211 Group	1 cy
CAF (Bone)	1 cy
33 5 Wing	2 cys
42 Bomb Wing, Elmas, Sardinia	2 cys
AFHQ	1 cy
AFHQ, Malta	1 cy
12th Air Force	2 cys
87th Fighter Win g	1 cy
594 Sig AW Bn	1 cy
CG., AAF, Wash. 25, DC Office of Air Communication Officer, Communications Control Division	2 cys

S E C R E T

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RBS

S E C R E T


: Secret
:By Auth. C.
:26 May 1944
DDW-5

HEADQUARTERS
SIXTY THIRD FIGHTER WING

APO 650
26 May 1944

File Ref. 413.44

SUBJECT: Use of IFF Codes.

TO: See Distribution.

1. As of 0001B 1st June 1944, by direction of Mediterranean Allied Coastal Air Force, the following IFF codes will be used by all units of this command.

a. All ships and aircraft excepting those covered below will show code 1.

b. Code 2 is still carried as a spare.

c. Code 3 instead of code 5 will be used for "Rooster" purposes in homing relief aircraft to friendly convoy patrols. (This concerns any aircraft employing ASV or A.I. Radar.)

d. Code 4 has been made even more specific. It is to be used by ships and aircraft engaged in shadowing enemy surface units, including submarines, but only while actually in contact with such units.

e. Code 5 has been assigned to an entirely new function. It will only be shown by ships and aircraft patrolling over a submerged U Boat.

f. Code 6 is still assigned to all shore based fighter aircraft. However code 6 may also be used by aircraft other than fighters while over friendly convoys more than 150 miles from Allied territory, to enable Allied War ships to home on said convoys. This will only be done when requested by the Senior Officer of the convoy escort.

g. Distress IFF will be used by ships and aircraft only when need of help cannot be signalled by other means.

2. All flying units based in Sardinia and Corsica are still subject to the restrictions on the use of IFF as outlined in letter Air Command Corsica, 12 May 1944, "Use of IFF in 63rd Fighter Wing A.A. Defense System". However paragraph 2 (a) is hereby rescinded.

S E C R E T

THIS PAGE IS UNCLASSIFIED

S E C R E T

3. Squadron Communications Officers will bring these instructions to the immediate attention of all pilots and IFF personnel.

By command of Brigadier General CRAIGIE:

William E. Covington Jr.
WILLIAM E. COVINGTON JR.,
Colonel, Air Corps,
Operations Officer.

3-1580

DISTRIBUTION

2- ACC MACAF.
2- C.G. TAF (info)
14- C.G. 57 Bomb Wing (info)
14- C.G. 42 Bomb Wing (info)
14- C.O. 87th Ftr. Wing (info)
2- C.G. XII Fighter Command
5- C.O. 350th Fighter Gp.
12- C.O. 3[illegible]8 Wing
4- C.O. Borgo Fighter Sector.
4- C.O. Ajaccio Fighter Sector.
4- C.O. Alghero Fighter Sector.
4- C.O. Cagliari Fighter Sector.
2- C.O. 414th Night Ftr. Sq.
2- C.O. 417th Night Ftr. Sq.
2- C.O. 1st [illegible]
2- C.O. 326 Sq. (FAF)
2- C.O. 327 Sq. (FAF)
2- CO 3[illegible]8 Sq. (FAF)
2- C.O. 284 Sq. RAF.
2- C.O. 6 Sq. Det.
2- C.O. 45 Sq Det. (F[illegible])
5- C.O. 254 ASRMCU

Internal

1- Controller CCR
1- C.G.
1- RASO,CCR
1- S.C.[illegible]
3- A-3
2- Comm. O.
1- Sig.
1- Adj.

S E C R E T
-2-

R E S T R I C T E D

HEADQUARTERS
SIXTY THIRD FIGHTER WING

J-ARO/2

APO 650
8 May 1944

File Ref. 676.3

SIGNAL INSTRUCTION) : RADIO COMMUNICATIONS
UN-NUMBERED)

1. Enclosed herein are Signal Instructions:-

35-1 Signal Instructions Index.
35-2 Phonetic Alphabet.
35-3 Destruction of Apparatus and Secret Documents in the Event of Capture of the Station by the Enemy.
35-16 Air Warning Code.
35-45 Transmitter Operation.
35-46 W/T Operating Practice.
35-47 W/T Authentication.
35-48 Report of HF W/T and R/T Procedure Violation.
35-49 Time Signals.
35-50 Interfilter W/T Channel.
35-51 W/T Movements Net.
35-52 Use of Port Wave for A.S.R.
35-53 International Distress Wave.
~~35-54 Greenline Procedure.~~
35-55 Frequency Allocations.
35-56 W/T Call Signs.
35-57 Precedence on Messages.
35-58 Message and Log Forms.
~~35-59 HF Channels and Call Signs.~~
35-101 Radio Security.

2. All Signal Instructions numbered 35-45 through 35-74 and dated prior 5 May 1944 will be destroyed by fire. In addition the Instructions listed below will also be destroyed.

15-1 Phonetic Alphabet, 22 April 1943.
35-1 Signal Instructions Index, 27 April 1943.
35-16 Air Warning Code, 7 May 1943.
35-20 Amendment to Standard Air Warning Code, 6 Sept 1943.
35-22 Combined Operating Signals, 3 December 1943.
35-23 Amendment to the Air Extracts of Combined Operating Signals, 28 January 1944.
35-101 Radio Security, 23 June 1943.
35-21 Transmission of Messages in Clear, 2 December 1943.

3. Sufficient copies of 35-2, 35-3 and 35-16 have been furnished each sector for distribution to Radar Stations.

By command of Brigadier General CRAIGIE:

John B. Morgan
JOHN B. MORGAN,
WOJG, AUS,
Assistant Adjutant.

Incl #1

R E S T R I C T E D

R E S T R I C T E D

HEADQUARTERS
SIXTY THIRD FIGHTER WING

J-ARO/2

APO 650
8 May 1944

File Ref. 676.3

SIGNAL INSTRUCTION)
: RADIO COMMUNICATIONS
UN-NUMBERED)

Distribution List

1. Distribution is made of the Signal Instructions as checked in attached list on basis as follows:

Commanding General, XII Fighter Command 1
Air Officer Commanding, [illegible] 1
Commanding General, 63rd Fighter Wing 1
Commanding Officer, Borgo Fighter Sector. 5
Commanding Officer, Ajaccio Fighter Sector. 5
Commanding Officer, Alghero Fighter Sector. 5
Commanding Officer, Cagliari Fighter Sector 5
Commanding Officer, 350th Fighter Group 5
Commanding Officer, 414th Night Fighter Sqdn. 1
Commanding Officer, 417th Night Fighter Sqdn. 1
Commanding Officer, # 1 Emergency Rescue Sqdn.. 1

Information Copies to:-

CSO, AFHQ.
T raffic Control, MAAF.
Signal Officer, MATAF.
Signal Officer, 15th A.F.
Signal Officer, XII Tactical Air Command.
NORBS, Signal Officer Area A.
NORBS, Signal Officer Area B.
SOIS, Royal Navy, Bastia.
Signal Officer, 62nd Fighter Wing.
Signal Officer, 87th Fighter Wing (3 copies)
Signal Officer, 57th Bomb Wing.
O.C., 322 Wing.
C.G., 31st AAA Brigade.
HQ., Island Garrison, Sardinia.

By command of Brigadier General CRAIGIE:

John B. Morgan
JOHN B. MORGAN,
WOJG, AUS,
Assistant Adjutant.

R E S T R I C T E D

RESTRICTED

HEADQUARTERS
SIXTY THIRD FIGHTER WING

J-APO/2

APO 650
7 May 1944

File Ref.

SIGNAL INSTRUCTION)
: GENERAL
NUMBER 35-1)

Signal Instructions Index

1. The following index system is established for future guidance to all organizations receiving Signal Instructions from this headquarters.

35 - 1	General
35 - 15	Codes and Ciphers
35 - 30	Wire Communications
35 - 45	Radio Communications
35 - 75	Radar or RDF
35 - 100	Signal Security
35 - 125	VHF and Airborne Radio

2. All Signal Instructions, now in effect, which are subsequently rescinded or superseded, will be destroyed by burning in conformity with existing instructions.

By command of Brigadier General CRAIGIE:

John B. Morgan
JOHN B. MORGAN
WOJG, AUS,
Assistant Adjutant.

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R E S T R I C T E D

HEADQUARTERS
SIXTY THIRD FIGHTER WING

J-ARO/2

APO 650
7 May 1944

File Ref.

SIGNAL INSTRUCTION)
: GENERAL
NUMBER 35-2)

Phonetic Alphabet

A - ABLE	J - JIG	S - SUGAR
B - BAKER	K - KING	T - TARE
C - CHARLIE	L - LOVE	U - UNCLE
D - DOG	M - MIKE	V - VICTOR
E - EASY	N - NAN	W - WILLIAM
F - FOX	O - OBOE	X - XRAY
G - GEORGE	P - PETER	Y - YOKE
H - HOW	Q - QUEEN	Z - ZEBRA
I - ITEM	R - ROGER	-

By command of Brigadier General CRAIGIE:

John B. Morgan
JOHN B. MORGAN,
WOJG, AUS,
Assistant Adjutant.

R E S T R I C T E D

C O N F I D E N T I A L

HEADQUARTERS
SIXTY THIRD FIGHTER WING

J-II R/2

APO 650
7 May 1944

File Ref.

SIGNAL INSTRUCTION)
: GENERAL
NUMBER 35-3)

Destruction of Apparatus and Secret Documents in the Event of Capture of the Station by the Enemy.

1. The Commanding Officer shall issue standing orders covering the destruction and removal of apparatus and secret documents on his station in the event of imminent capture of his station by the enemy, and shall insure that all personnel are familiar with, and otherwise able to perform their duties with respect thereto.

2. The objectives in issuing the orders are the following:

a. In the event of capture, to leave the station unserviceable to the enemy.
b. To insure that no apparatus or secret documents will be left in a condition such that information valuable to the enemy could be obtained therefrom.
c. To allow for rehabilitation upon recapture of the station by our forces.
d. To insure that no apparatus will be destroyed until absolutely necessary.
e. To insure that if the necessity does arise, the task will be performed systematically and quickly.

3. With these objectives in mind the standing orders should cover the following points, so far as applicable:

a. All secret documents to be completely destroyed by burning or chemicals.
b. All tubes, including all spares, in the transmitter, radar receiver, Mark III Interrogator, and other radar equipment, to be destroyed, i.e., by smashing the evacuated envelopes.
c. The PPI tube and time base rotating mechanism to be completely demolished.
d. Radio communications equipment to be destroyed in accordance with the equipment manuals.
e. Arms and ammunition to be destroyed or taken away.
f. Vehicles that are not taken away to be immobilized by removing rotor arms from distributors and destroying or hiding. Motor fuel to be emptied from containers or taken away.

C O N F I D E N T I A L

g. Members of the watch on duty to be allotted specific tasks.

4. From time to time the Commanding Officer shall make an inspection to insure that all preparations for such destruction are in a state of instant readiness, and, in particular, that the members of each watch are familiar with their respective tasks.

5. It should be made clear that under no circumstances is apparatus to be destroyed until an order to that effect has been given by the Commanding Officer, or, in his absence, by the next in command. With proper organization, fifteen to twenty minutes should suffice to make the station completely unserviceable, and the order to do so should be given only when capture of the station is imminent.

By command of Brigadier General CRAIGIE:

John B. Morgan
JOHN B. MORGAN,
WOJG, AUS,
Assistant Adjutant.

SECRET

x x x x x x x x x x
x SECRET AUTH. x
x C.G. x
x 7 May 1944 x
x x x x x x x x x x

J-AGO/2

HEADQUARTERS
SIXTY THIRD FIGHTER WING

APO 650
7 May 1944

File Ref.

SIGNAL INSTRUCTION)
:　　CODES AND CIPHERS
NUMBER　　35-16)

Air Warning Code

1. The standard Air Warning Code is used by all units of Coastal Air Force, RAF Middle East and AHQ Malta. This code must be used at all times when reports of aircraft are passed by W/T or R/T. All operators and plotters are to be trained in the use of the code, even though they are not immediately concerned with the passage of information by W/T.

STANDARD AIR WARNING CODE AS EXTRACTED FROM
APPENDIX "A" MACAF SIGNAL INSTRUCTION NUMBER 21

METHOD OF REPORTING.

1. (i) The first report from any station after a period of silence is to be made using full procedure.

(ii) Subsequent reports are to be broadcast without call signs or address and are to be identified by their raid letters and numbers. The raid letter will normally by T except where two or more stations are working on a common frequency, in which case each is to be allotted a different raid letter.

(iii) Noughts (zeros) are to be sent in full.

(iv) The speed of morse is not to exceed 12 words per minute.

(NOTE):- It is necessary that raid letters and call signs of all stations (and ships) should be promulgated in Communications Orders and known to all authorities concerned.

(v) If passed by R/T reports should commence with the word "Warning" and the phonetic alphabet is to be used always.

FORM OF MESSAGE.

2. Information is to be reported in the following order:-

(i) One or two raid letters followed by track numbers from

SECRET

1 to 99 for the station concerned (e.g., T.24 or in the case of two stations working on a common frequency B.24, S.9 etc.).

(ii) One or two letters indicating the direction of flight, For letters to be used see para.3. (This will usually be omitted when plots are being passed by R.D.F. Stations).

(iii) The position of the aircraft expressed either in "GEFOG" or in lettered co-ordinates (latitude and longitude). Filter plots must be capable of using either system.

(a) A grid reference may, if necessary, be followed by the letter K and either A, B or C indicating the class of reading, where 'A' represents 'reliable', B represents 'approximate' and C represents 'un-reliable'. This should rarely be necessary.

(b) If no definite plot can be given it may be possible to pass a range and rough indication of the direction of the aircraft from the station. In this case the letter G is to be used followed by the letter B or one or two letters indicating the rough bearing of the aircraft from the station or Observer Post.

(iv) A letter indicating identity or whether IFF is being received or a plain language word in special cases (e.g., YZFHX Gliders etc.).

(v) The letter W followed by the number of aircraft in figures (e.g., W.12.).

(vi) The letter A followed by one or two figures indicating the height in thousands of feet. (e.g., A.18 indicates "Height of aircraft is estimated at 18,000 feet). This may be followed by KA, KB, or KC to indicate the class of reading. Zero following the letter "A" will mean less than 1,000 feet.

(vii) Authentication, if pre-arranged or brought into force by control signal.

(NOTE:- Short breaks are used to separate components of the report).

3. CODES TO BE USED.

A - Height.
B - Bearing
C - Affirmative, Correct.

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CT - Keep all round sweep and report once only any new echo, giving estimate of number and height.
D - Serviceable.
DB - Beacon, switch on beacon.
DC - Emergency recall from maintenance.
F - Friendly.
G - Range.
GI - Range increasing.
GNI - Range decreasing.
GG - Range constant.
H - Hostile.
I - Plus.
J - Faded.
K - Class of plot or height.
L - Maintenance.
M - Visual.
N - Negative or cancel.
NI - Minus.
NT - Cease passing reports on raid.
O - Orbiting, Circling.
P - North.
Q - South.
R - East.
S - West.
T - Track.
TT - Concentrate on Track - or take over reporting on track.
U - Unserviceable.
UT - Authenticate.
V - Vessel, Shipping Plot.
W - Number of aircraft.
X - Unidentified.
Y - Showing IFF, Mark II, Mark IIG, Mark IIN or SCR-535A.
Y1 - Showing IFF Mark III Code 1.
Y2 - Showing IFF Mark III Code 2.
Y3 - Showing IFF Mark III Code 3.
Y4 - Showing IFF Mark III Code 4.
Y5 - Showing IFF Mark III Code 5.
Y6 - Showing IFF Mark III Code 6.
Z - Showing Broad IFF.
INT - Interrogative.

4. INTENSE ACTIVITY.

(i) In conditions of intense activity when individual tracks cannot be handled, the letters WW are to be used followed by a figure denoting the approximate number of aircraft and any other information which can be supplied.

(ii) Example: B18 - WW 100 - S4823 - GNI - A12.
Meaning: B18 - Track No.18 from ship or station allocated raid letter B. WW 100 - Intense activity involving about 100 aircraft at Grid Reference S.4823, GNI - Range from ship or station decreasing. A12 - Approximate Height - 12,000 feet.

CONTROL SIGNALS.

5. When it is necessary for the Control Centre (if any) to interrogate stations, or to pass them operating instructions, these signals will be passed in accordance with the above code.

EXAMPLES OF THE USE OF THE CODE.

6. (i) From a Wireless Unit or Observation Post.

Example: P6 - QR - H - W6 - A7.
Meaning: P6 - Report No.6 from post P. QR - Direction of flight of aircraft South East. H - Hostile. W6 - Six aircraft. A7 - Height 7,000 Feet.

(ii) From an RDF Station working on an Individual Frequency.

(a) Example: 5VU v G6C - T4 - GI2345 - KB - Y - W8.
Meaning: Signal after period of silence 5VU - Control Station call sign (from). G6C - RDF Station Call sign. T4 - Track No.4. GI 2345 - Position of aircraft. KB - Approximate bearing. Y - Showing IFF. W8 - Number of aircraft 8.

(b) Subsequent information on this track might be:-

Example: T4 - GI 1728 - W6 - A8.
MEANING: Track 4 is now at GI 1728 and is now estimated to be 6 aircraft at 8,000 Feet.

(c) Example: T6 - G42 - RPC - Z.
Meaning: I have an echo which I am calling T6 at a range of 42 miles North - West of me showing Broad IFF.

(d) Example: INT - I - 0900 - 1000.
Meaning: Can I go off the Air for maintenance from 0900 to 1000 Hours?
(Note:- If the above station was working on a Group Frequency, K4 would replace T4 in all cases, assuming K to be the raid letter allotted to that station).

(iii) FROM A SHIP HAVING MADE A PREVIOUS REPORT.

(a) Example: B18 - ABCD1234 - X - W2 - A6 - KC.
Meaning: B18 - Track 18 from ship allocated raid letter B. ABCD1234 - Position of aircraft in Latitude and Longitude co-ordinates. X - Unidentified. W2 - Two aircraft A6 - KC - unreliable height 6000 Feet.

(b) Example: B1206 - ABCD1234 - A18.
Meaning: The ship allocated raid letter C has discovered that

her track 6 is the same as track 12 of the ship allocated raid letter E. The position of the raid is now ABCD1234 and its height is 18,000 Feet.

(iv) FROM A CONTROL CENTRE (e.g., A Filter Room).

(a) Example: INT - G - T2.
Meaning: What is the range from you now of your track No.2.

(b) EXAMPLE: TT3.
Meaning: Concentrate on your track No.3.

(c) Example: INT - M - T2.
Meaning: Can you obtain a visual observation of the aircraft in your track No.2?

(d) Example: INT - A.
Meaning: What height? Or check height. (The answer to this might be "N-A" meaning "cannot give you a height."

(e) Example: UT.
Meaning: Authenticate your reports.

(f) Example: NT8.
Meaning: Cease passing plots on your track 8.

NOTE 1. PROCEDURE ADOPTED BY THE ROYAL NAVY.

When this code is being used by H.M. Ships (e.g., during Combined Operations) the following additional procedure is adopted:-

(i) In the event of one ship finding that a raid which she is reporting is the same as one which another ship is already reporting, and in the absence of an instruction from the Control Centre, she is to add the raid letter and number of the other ship before her own raid letter and is to cease reporting that raid after two such reports. (See example (iii) (b)).

(ii) A ship detailed to take over a raid is to use her own raid letter and number AFTER that of the ship previously reporting this raid FOR THE FIRST TWO REPORTS and then her own raid letter and number only.

NOTE 2. USE OF R/T COMBINED OPERATIONS.

When information is passed by R/T during combined operations, the same code procedure is to be used and the standard phonetic alphabet employed.

By command of Brigadier General CRAIGIE:

John B Morgan
JOHN B. MORGAN,
MOJG, AUS,
Assistant Adjutant.

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HEADQUARTERS
SIXTY THIRD FIGHTER WING

J-ARO/3

APO 650
5 May 1944

File Ref. 676.3

SIGNAL INSTRUCTION)
: RADIO COMMUNICATIONS
NUMBER 35-45

Transmitter Operation

1. Whenever possible, transmitting installations should be no less than one mile from the receiving location. The site should provide adequate antenna space in order to give maximum transmitting efficiency. Initial installations may use whip antennas on the SCR-299 but these should be replaced with doublets broadside to the station worked as soon as possible.

2. In accordance with directives from higher headquarters, gasoline driven alternators will not be filled while running. If auxiliary feed lines cannot be provided the unit must be shut down before the gas tank can be filled. Commanding Officers will take disciplinary action should any violation of this order occur within their jurisdiction.

3. Transmitter maintenance teams are required to check all transmitters at least hourly and record meter readings in order that tube failures may be anticipated. Each transmitter should be shut down for a complete maintenance check once each week whenever a spare is available. At that time all connections and moveable contacts should be cleaned and tightened, and the unit should be thoroughly cleaned. It is important that terminal strips be polished as well as the front panel; relay contacts should be cleaned and the pole pieces of AC contactors should be checked for proper seating. Under no circumstances will relay be blocked shut.

4. Every effort must be made to make the transmitted signal perfect. A poor note and low operating efficiency (poor signal strength) is a direct reflection on the transmitter team. The transmitter man is as important as the operator only when he accomplished his mission.

5. The operating frequencies must be checked by all stations once every two hours for the American equipment and every hour for British equipment. At this time all control stations must retune to the exact assigned frequency and cause secondary stations to zero. The maximum allowable frequency deviation is .02% of the assigned frequency. If a deviation in excess of .02% is noticed by a secondary station and goes unnoticed by the control it is the duty of this secondary station to query the control by "Q" signal in order to verify the operating frequency.

6. The transmitter log must contain meter readings, time checked, assigned frequency, frequency when checked, time checked, correction made or noted and individual on duty. The officer responsible for the station is further required to survey and initial the log daily.

7. It is the duty of the Signal Officer to maintain a constant level of spares in order that failure to repair time be reduced. Requisitions for all signal items should be placed through regualr channels and this headquarters notified if special difficulty is experienced in obtaining critical items.

By command of Brigadier General CRAIGIE:

JOHN B. CORLAN
WOJG, AUS,
Asst. Adjutant.

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HEADQUARTERS
SIXTY THIRD FIGHTER WING

J-AL0/1

APO 650
5 May 1944

File Ref. 676.3

SIGNAL INSTRUCTION) .
:
NUMBER · 35-46)

RADIO COMMUNICATIONS

W/T Operating Practice

1. Although CCBP1 clearly defines operating procedure and practice it is necessary to stress certain points that are being violated in order that these violation are not continued.

2. All codress messages must use that same type radio heading, that is, the originator is not shown in the heading. The only common type of plaindress messages are "Q" signal services and messages in RAF Movements Code, thus all others are codressed.

3. All Q signal service messages must bear a station to station serial number and a time of origin. Cancellations must be approved by the originator and cannot originate in the radio room.

4. Clear text locations of stations must not be transmitted by radio. In emergencies when clear text must be used every care will be exercised in keeping station location and unit locations from being transmitted.

5. Whenever possible messages should be transmitted in "strings" and logged by the assistant crew chief or another operator not occupied at the time. Entirely too much time is consumed in logging of messages.

6. Unnecessary transmissions must be eliminated. This includes such transmission as excessive "K", call signs, Q signals, etc. Procedure also prohibits a halt after the first double break for a "k" from the receiving operator. This only wastes time since station are working break-in all of the time. An operator cannot consider himself expert until he manages to exclude all superfluous transmissions from his tour of duty. Ability to send and receive alone is not enough.

7. Net control stations are not being firm in their control. The control station is responsible for the action and operation of their own station and the secondary stations in the net. Of particular importance is frequency control. The NCS must keep all stations on exact zero and the control station can deviate no more than .02% of the assigned frequency. There can be no shifting to

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clear interference. The control station must also govern operation and direct traffic. All violations of operating procedure, security, etc., must be reported to the signal officer for onward transmission to this headquarters for action. Operators have been very lax in this respect. It is gratifying to note a general improvement in operating within this command, however, it is equally as bad to fail to report a violation as it is to make the transmission.

8. Both transmitting and receiving operators should check messages for group count and correct cipher indicators in order to eliminate or reduce service messages. To aid in overall efficiency copy must be ten groups to the line with an extra space between groups of fifty. Pencilled copy must be legible and on blocked and numbered forms.

9. When clear text messages are sent to radio for transmission all doubtful cases should be referred to the originator and in all cases the message must state that it can be transmitted in the clear by W/T and must be signed by the originating officer. It will again be stressed that only when the situation requires will P/L be transmitted by W/T.

10. Now that radio nets are subdivided into separate channels for special type of traffic, it is necessary that cipher rooms mark radio copies so that correct routing may be given. Signal officers are responsible for the initiation of a system whereby movements signals are distinguished from administrative signals, and for any other identification necessary as an aid for correct routing. A simple system would be the letter "M" in red in the upper corner of a movements signal. This information must not be transmitted. Routing of movements signals are covered in a separate signal instruction.

11. A special link for interfilter room liaison is in operation. This link is explained in detail in a separate signal instruction. It must be born in mind, however, that whenever interfilter tracks are concerned, other traffic must give way for the transmission of tracks. At times it may be necessary to resort to administrative channels for the transmission and in all cases tracks must be treated as urgent.

By command of Brigadier General CRAIGIE:

John B. Morgan

JOHN B. MORGAN,
CCJ, AUS,
Asst. Adjutant.

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C O N F I D E N T I A L

J-APO/1

HEADQUARTERS
SIXTY THIRD FIGHTER WING

APO 650
5 May 1944

File Ref. 676.3

SIGNAL INSTRUCTION)
NUMBER 35-47) RADIO COMMUNICATIONS

W/T Authentication

1. The W/T authentication table CD Ø5Ø4/ is issued to all major point to point W/T stations. This does not include radar or fixer W/T stations.

2. The table is to be used whenever the authenticity of a station is in question. New or strange stations entering a net should be challenged immediately. Operators should be especially alert for enemy stations using our own call signs. This should be evidenced by a change in operation, a change in signal strength or a change in the W/T note.

3. Unusual occurrences should be reported to the unit signal officer for onward transmission to this headquarters. Information as to the frequency, time of transmission, type of emission, signal strength, and a brief resume of the transmission must be listed in the report.

4. Stations receiving plain language messages should authenticate the transmitting station in order to verify the origin of the message.

By command of Brigadier General CRAIGIE:

JOHN B. MORGAN,
Major, AUS,
Asst. Adjutant.

C O N F I D E N T I A L

HEADQUARTERS
SIXTY THIRD FIGHTER WING

J-[illegible]/1

File Ref. 676.3

APO 650
5 May 1944

SIGNAL INSTRUCTION)
: RADIO COMMUNICATIONS
NUMBER 35-48)

Report of HF W/T and R/T Procedure Violation

1. In order that our radio channels be kept clear of interference and that violations of security do not decrease our present battle efficiency, a report sheet sheet has been initiated for all units under control of this headquarters.

2. Instructions have already been issued requiring all W/T operators to report violations, cases of interference, unusual occurrences, etc. This information very rarely reaches this headquarters and it is felt that it is very rarely reported even to the unit signal officers. Perhaps operators have a feeling that it is not the spirit of the game to report violations. Actually it is highly desireable that violations be reported in order to prevent errors of such proportions as to seriously limit our battle efficiency. Operators should take an impersonal view of the situation and realize that it is important to discontinue a bad operating practice before it reaches these proportions.

3. Sufficient copies of the attached report sheet are being distributed to all units. Additional copies must be reproduced by sectors and groups as necessary. It is the intention of this form to simplify reports of violations. A supply should be kept on hand in each radio room. When a violation or discrepancy is noted the form should be completed and given to the signal or communication officer in charge. This officer will investigate the incident, add his comments and forward to this headquarters. All incidents will be reviewed and a copy of the report will be forwarded to the station committing the violation.

By command of Brigadier General CRAIGIE:

John B. Morgan
JOHN B. MORGAN
WOJG, AUS.
Asst. Adjutant.

Incl. Form HF Proc. Violation

C O N F I D E N T I A L

REPORT OF W/T AND R/T PROCEDURE VIOLATION

TO : Signal Officer., Hq., 63rd Fighter Wing, APO 650 U. S. Army.

FROM:

DATE:

1. The following report was copied at ______________________
(Include times and date)
on __________________.
(Accurately Measured Frequency)

2. Information of fault, that is, transcript of transmission, indicating stations concerned and any other relevant matter:

____

____

____

____

3. Manner of fault (check one):

a. Plain Language
b. Faulty transmission instructions.
c. Improper type of heading (Courses or Plaindress)
d. Unnecessary transmissions (too many call ups, excessive signalling, etc.)
e. Duplicate copy of message previously received in good order.
f. Unnecessary delays in answering call-up or in acknowledgement.
g. Failure to comply with operating signal.
h. Pause after first double break in message.
i. Any other violation not listed above (indicate nature)
____

4. Remarks: ______________________________________

____

(Use other side if necessary)

Signed: ____________________

Title: ____________________

C O N F I D E N T I A L

C O N F I D E N T I A L

HEADQUARTERS
SIXTY THIRD FIGHTER WING

J-AEO/2

APO 650
5 May 1944

File Ref. 676.3

SIGNAL INSTRUCTION)
: RADIO COMMUNICATIONS
NUMBER 35-49)

Time Signals

1. Official time signals consisting of six dots, the last of which is the exact hour, are broadcast on the following frequencies by BBC.

TIME	FREQ.	FREQ.	FREQ.	TIME	FREQ.	FREQ.	FREQ.
0100B	6.15	7.23	9.51	1300B	9.64	11.82	15.07
0200B	9.51	----	----	1400B	9.64	11.82	15.07
0300B	2.926	9.51	----	1500B	9.64	11.82	15.07
0400B	2.926	6.11	----	1600B	9.64	11.82	15.14
0500B	2.926	6.11	----	1700B	9.45	11.75	15.14
0600B	2.926	6.11	----	1800B	6.05	9.51	11.75
0700B	6.11	7.23	9.51	1900B	7.32	9.51	11.70
0800B	6.11	7.23	7.32	2000B	7.32	9.51	11.70
0900B	6.11	7.23	11.75	2100B	6.15	7.32	9.51
1000B	9.825	11.75	15.07	2200B	6.15	7.23	9.51
1100B	9.825	11.75	15.07	2300B	6.15	7.23	9.51
1200B	9.825	11.82	15.07	2400B	6.15	7.23	9.51

2. Frequencies are in megacycles. Times are usually announced as GMT. "A" time equals one hour plus GMT, "B" time two hours plus GMT.

3. Radio stations under control of this headquarters will check their clocks at this time and this time will be used as a standard for that headquarters. Filter rooms and operations rooms must check their clocks against the radio room clock.

By command of Brigadier General CRAIGIE:

John B. Morgan
JOHN B. MORGAN,
WOJG, AUS,
Assistant Adjutant.

C O N F I D E N T I A L

S E C R E T

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x SECRET by Autn. x
x C. G. x
x 5 MAY 1944 x
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J-ARO/1

HEADQUARTERS
SIXTY THIRD FIGHTER WING

APO 650
5 May 1944.

File Ref. 676.3

SIGNAL INSTRUCTION)
:
NUMBER 35-52)

RADIO COMMUNICATIONS

Use of Port Wave for A.S.R.

1. This Signal Instruction is an addenda to MACAF Signal Instruction No. 5, dated 15 March 1944 and applies to Fighter Sectors in Corsica and Sardinia only.

2. Due to several disadvantages of using 4535 Kc as the W/T channel for sector control of Air Sea Rescue craft from Corsica and Sardinia arrangements for using port wave for this purpose have been made.

3. Air Sea Rescue craft under Navy control now use 2150 Kc. Effective upon receipt of this Instruction Fighter Sectors controlling ASR craft may also use 2150 Kc in lieu of 4535 Kc. MACAF Signal Instruction No. 5 applies in all cases except for the above exception. If craft must go on deep sea search and pass out of range on 2150 Kc, 4535 Kc must be used and the control W/T operator must signal the change before the craft passes out of range. Thus the craft and the control station must be able to tune to 4535 Kc. Dial settings should be recorded to speed this operation. Sector Commanders must evolve a plan whereby all concerned are notified if a deep sea search is to be undertaken.

4. Strict W/T discipline must be observed in order not to interfere with Naval Operation on this wave.

By command of Brigadier General CRAIGIE:

JOHN B. MORGAN,
WOJG, AUS,
Asst. Adjutant.

S E C R E T

S E C R E T

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J-ARO/2

HEADQUARTERS
SIXTY THIRD FIGHTER WING

APO 650
5 May 1944

File Ref. 676.3

SIGNAL INSTRUCTION)
: RADIO COMMUNICATIONS
NUMBER 35-53)

International Distress Wave

1. In order that every available facility shall be employed to pick up transmissions from Dinghy Transmitters operating on the International Distress Wave, 500 kc., Sector Commanders are to issue necessary instructions to insure that a watch is kept by all radar stations which have equipment to receive this frequency during the periods when it is indicated that "distress" aircraft are in the sector.

2. These watches should not take priority over W/T reporting watches where landlines do not exist or in the event of land line failure.

By command of Brigadier General CRABBE:

John B. Morgan

JOHN B. MORGAN,
WOJG, AUS,
Assistant Adjutant.

S E C R E T

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HEADQUARTERS
SIXTY THIRD FIGHTER WING

J-ARO/1

APO 650
6 May 1944

File Ref. 676.3

SIGNAL INSTRUCTION)
: RADIO COMMUNICATIONS.
NUMBER 35-55)

Frequency Allocations.

1. Effective this date this headquarters will control, co-ordinate and allocate all HF Channels for administrative and operational point to point nets and for other necessary purposes including Air to Ground, or Ground to Air, Raid Reporting Links and Nets, etc., within the units operationally controlled by this headquarters.

2. Signal and Communications Officers will direct their requests for HF Channels and HF call signs to this headquarters. Any request, whether for changes in allocation or for new allocation, will bear the following information:

a. Evidence that the present means of communication is inadequate (as applicable)

b. Evidence of inadequacy of available allocations.

c. Geographical location of proposed radio stations to be served.

d. Frequency range of equipment to be used.

e. Maximum required power radiation.

f. Type of emission, i.e., CW (W/T), Mod. CW or HF voice R/T.

g. Use to be made of frequency, e.g., Administrative or operational point to point, air to ground, ground to air, raid reporting net, etc.

3. In all cases transmissions are to be limited in power output to that necessary to maintain reasonable reliable communication, and in no instance is the power output limitation to be exceeddd.

4. Because of unavoidable congestion in the radio frequency spectrum interference may be experienced at times on any frequency. Interference should be recognized as a normal and ever present factor in radio communication, which should be tolerated unless of a disruptive character for an extended or apparently permanent period. On all channels care is to be taken to maintain operating frequencies to within .02% of the allocated frequency in order to avoid interference with adjoining channels.

5. Interference of an extended or apparently permanent duration should be reported to this headquarters. Such reports are to include the frequency, the date, times interference was experienced, call signs of interfering stations, type of emission, copies of log on interfering traffic, and any further relevant details.

6. Signal and Communication Officers are to submit reports each month, to provide the following information from all units under their operational control, which should be a summary of complete information. Reports are to reach this headquarters not later than the 15th day of each month. Any changes which occur during this monthly period should be reported at the time the change occurs. Where no change has occured since the last report, a nil report will be submitted.

a. Frequencies in use with the following information on each frequency:
   (1) Location and call signs of all radio stations working on the frequency, and headquarters or units each of these is serving.
   (2) Power output of each station working on the frequency.
   (3) Type of emission.
   (4) Use being made of frequency, i.e., operational or administrative point to point, ground - air, raid reporting, standby link or net.

b. Frequencies not actually allocated, but held as spares.

By command of Brigadier General CRAIGIE:

John B. Morgan

JOHN B. MORGAN,
WOJG, AUS,
Asst. Adjutant.

HEADQUARTERS
SIXTY THIRD FIGHTER WING

J-ARO/1

APO 650
6 May 1944

File Ref. 676.3

SIGNAL INSTRUCTION)
:
NUMBER 35-56)

RADIO COMMUNICATIONS

W/T Call Signs

1. It is the intention of this instruction to fix the location of W/T call signs. Whenever a call sign is in use by a unit at one location it will not be moved with the unit and used again.

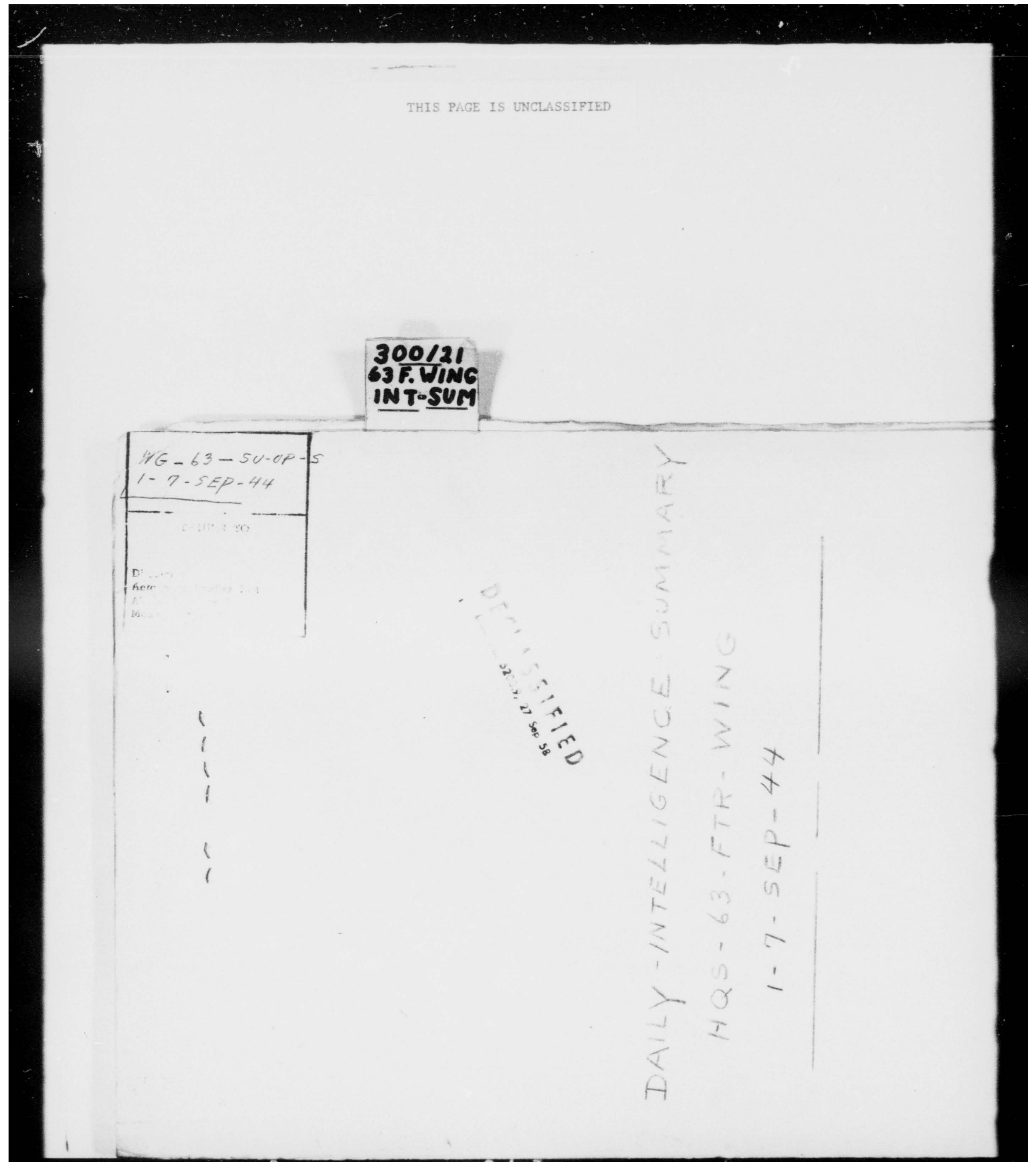
2. When numerical suffices are used for a joint user call sign a new number should be assigned by the controlling unit.

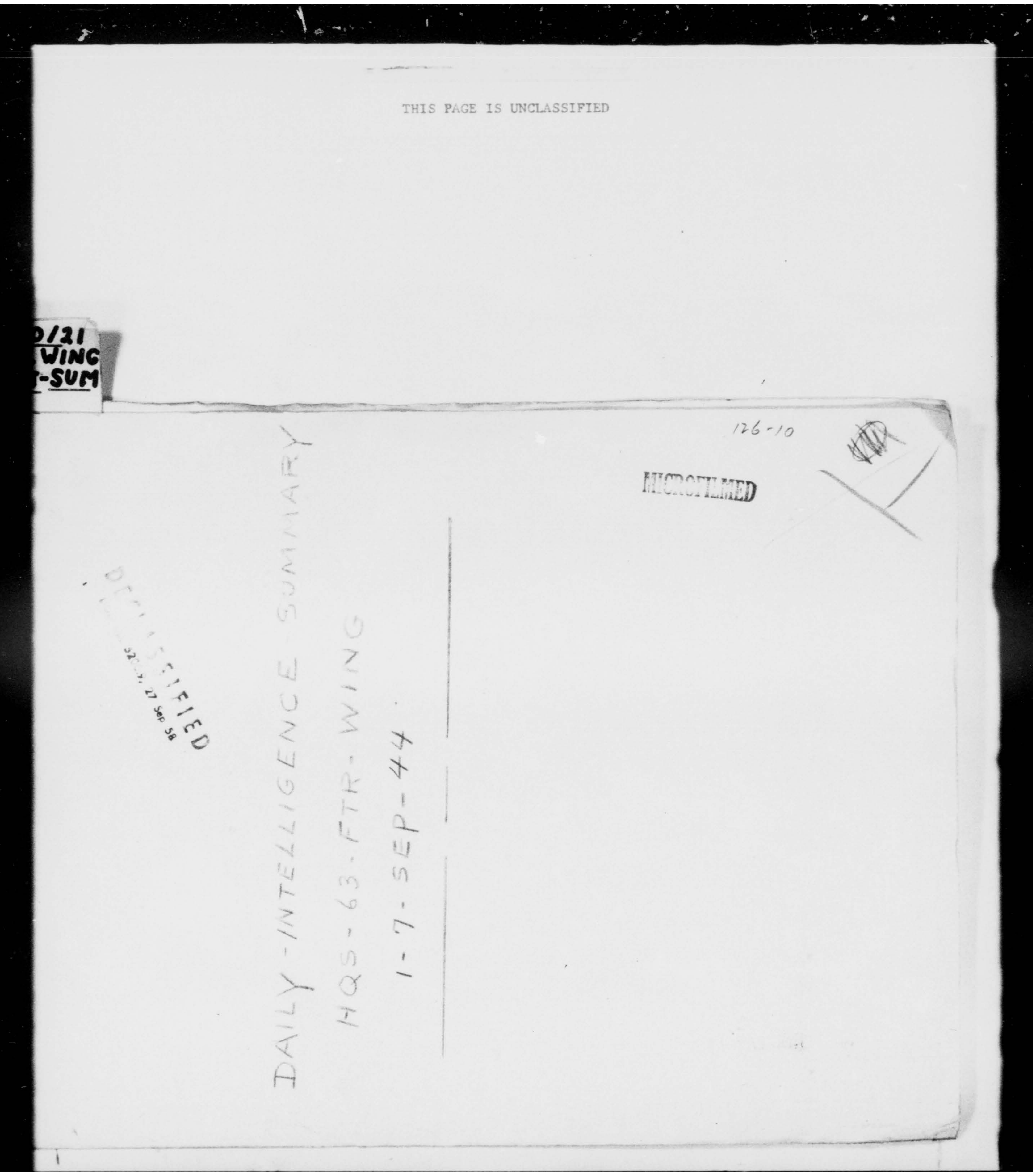
3. This headquarters will attempt to anticipate need for new call signs, however, units are requested to signal their requirements whenever possible.

By command of Brigadier General CRAIGIE:

John B. Morgan
JOHN B. MORGAN,
WOJG, AUS,
Assistant Adjutant.

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300/21
63 F. WING
INT-SUM
WG-63-SU-OP-S
1-7-SEP-44
DAILY-INTELLIGENCE SUMMARY
HQS-63-FTR-WING
1-7-SEP-44
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col adams
a/c wiseman

C O N F I D E N T I A L

HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-FDB/kls

APO 650
7 September 1944.

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 2000 hours 6 September)

N A R R A T I V E

All operations curtailed due to bad weather.

328 WING, R.A.F.:

1 Marauder 14 Sq., 2 Wellingtons 36 Sq. and 2 Venturas 17 SAAF Sq. carried out search for human torpedos Gulf of Genoa. No sighting made. Venturas returned early due to bad weather.

284 Sq. - 2 Warwicks A.S.R. search. No sightings.

MACAF ASIG NO. 59 SEPTEMBER 6:

Malta, Sicily, Northwest Africa, Western Italy - nothing to report.
Southeast Italy - 5 Wellingtons 221 on recce of north Adriatic by night. 2 bombed Porto Garibaldi and 2 bombed Ravenna, hits seen in target area. 1 bombed Porto Corsini and hits were observed on harbor installations. 1 Beaufighter 225 Sq. on intruder patrol by night in Danube area returned with engine trouble. 1 Marauder 14 Sq. on recce of Matapan area by day sighted one tug and 2 heavily laden self-propelled barges. Air-sea rescues were carried out by 2 Beaufighters patrolled Ancona area by night. The search for the liner Rex and her escort continues and was sighted at 0617-5 by a Marauder 14 Sq. SW of Trieste close to coast. A striking force of 2 Wellingtons were at first dispatched but bad weather prevented anything being done. A further strike force was at readiness.
Additional to Asig No. 58:
Western Italy, Northern Sicily - 2 P-47's missing from operations.
Southeast Italy.- 2 Beaufighters of 255 Sq. were vectored onto enemy aircraft. 1 Beau obtained a visual, experienced fierce fire from rear turret and lost contact and visual. Second Beau obtained contact and visual, gave enemy several bursts at 50 feet lost contact. Claim 1 JU88 probably destroyed.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

C O N F I D E N T I A L

C O N F I D E N T I A L

HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-[illegible]/skr

APO 650
6 September 1944

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 2000 hours 6 September)

N A R R A T I V E

Venturas and Wellingtons bombed shipping in the Genoa and Porto Fino areas. Beaufighters scored possible RP hits on 4 - 1,000 ton vessels near Genoa. Mosquitos intruded Bergamo damaging 1 M/T. 30 sorties for the period.

17 SAAF Sq. - 6 Venturas of 17 SAAF Sq. operated on anti shipping recces in the Gulf of Genoa. Two barges bombed off Porto Fino at 0104B. No claims. At 0402B attacked two E boats near Porto Fino going North. Probable hits. One attacked 4 V/S off Portofino course 100. Bombs near target.

36 Sq. - 5 Wellingtons on anti shipping recces in the Gulf of Genoa. One Wellington bombed 4 TB at 0020B off Genoa course 040/15. Hits near vessels. Five F or E boats attacked 4418 N 0917 E at 0152B, course 320/5. Probable hit on one vessel. (272 Beaus scrambled). At 0227B one Wellington straddled two of a five V/S convoy off Portofino. A dark cloud of black smoke observed from target after bombing.

272 Sq. - 4 Beaus attacked 4 - 1,000 ton ships, position 4423 N 0901 E, course 280/10, at 0335B. Moon obscured by clouds so Beaus attacked on flak. Possible RP hits on vessels. One Beau is missing.
2 Beaus searched area for missing aircraft.

14 Sq. - 1 Marauder recced from Bordighera to Spezia. No sightings.
1 Marauder searched near San Remo for small submarine. Hunt abondoned due to weather.

256 Sq. - 3 Mosquitos intruded Bergamo A/D. One attacked truck near Rovato seeing strikes.

U. S. NIGHT FIGHTERS:
417 Sq. - 4 Beaufighters provided cover in the assault area. All returned early because of weather.

347 FIGHTER SQUADRON:
2 P-47's scrambled Ajaccio 1415B for bandit reported at 21,000 feet, 40 miles from base, heading east. At 11,000 feet section closed to within 5 miles range. Thick overcast with 3 mile visibility prevented closing in. Ordered to land at 1455B.

AIR SEA RESCUE:
284 Sq. - 2 Warwicks searched for missing Beaufighter near Genoa. No sightings. (See 272 Sq.)

SIGHTINGS:
0020B 4 TB, 4404/0816, course 040/15 - 36 Sq.
0055 2 F/D, 4410/0821, course 080/5 - 17 Sq.
0104 4 Barges, 4418/0917, course 120/7 - 17 Sq.
0104 2 Barges, 4418/0919, course 300/7 - 17 Sq.
0255 4 E/B, 4402/0950, course 330/10 - 17 Sq.
0402 2 E/B, Portofino, 360/10 - 17 Sq.
0407 4 V/S, 4418/0914, course 100 - 17 Sq.

MACAF ASIG NO. 58 Sept. 5: Malta, Sicily, Northwest Africa - nothing to report. Southeast Italy. Six Wellingtons carried out anti shipping patrols on the Adriatic. A supply barge entering Gulf of Patras and two barges with an escort launch 25 miles northwest Port Corcine were attacked but results were unobserved. Harbor installations at Ante and Argostolion were bombed. A pilot of a Spit of 249 Sq. was rescued by a Catalina 35 miles Northwest Cape Maria Laica. Western Italy. 8 P-47's 342 Sq. attacked work shops at Bologna obtaining hits in the target area & 4 direct hits on buildings. Gun positions were straffed. Another 8 P-47s of the same Sq. attacked a probable munitions factory NE of Spezia, 11 hits being scored in the target area, 5 of which were direct. 8 P-47s 346 Sq attacked Corcela & 8 P-47s 347 Sq. attacked a road bridge E of Modena, 8 more P-47s of 347 Sq. attacked an ammo dump N of Spezia, two sheds were damaged in the target area and a fuel tank set on fire. Total sorties 134.

C O N F I D E N T I A L

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8 SEP 1944

HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI GPD/skr

APO 650
5 September 1944

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 2200 hours 5 September)

NARRATIVE

Venturas, Wellingtons and Beaufighters of 328 Wing attacked numerous shipping targets off the Italian coast. One coaster was sunk, another vessel was left ablaze and one barge was sunk with near misses on many others. Intruders in the Bergamo area strafed a train, a locomotive and rail wagons. Total sorties to date are 41. 325 Sector started operations morning of 5/9.

328 WING, R.A.F.

272 Sq. - 4 Beaufighters on shipping strike attacked two large barges and two E/Vs south of Finale Ligure. RP strikes sunk one barge and damaged the other.

3 Beaufighters on shipping strike attacked three vessels south of Alassio. One 600 ton coaster sunk and a 1200 ton vessel was left blazing. Fire could be seen thirty miles away.

153 Sq. - 1 Beaufighter on uneventful patrol off South France.

2 Beaufighters intruded Bergamo. See 414 Squadron.

14 Sq. - 2 Marauders day recce Nice - Spezia. No sightings.

1 Marauder ASR search for missing Beaufighter. No sightings.

36 Sq. - 6 Wellingtons anti-shipping strike Gulf of Genoa. Claim hit amidships and near misses on 8 - 10,000 ton vessel at 4420 N 0837 E. Also attacked V/S, 5 barges and 1 E/V stationary at Sestri Levante and 5 barges and 1 E/V at 4415 N 0825 E. Attacked 10 barges and 1 E/V at 4408 N 0940 E. Also 6 barges and 4 V/S at 4404 N 0948 E one of which was not seen again. At San Remo 3 V/S and 8 barges were attacked and at Vavagna 3 more barges were bombed. Near misses claimed.

17 SAAF - 6 Venturas anti shipping strike Gulf of Genoa. One Ventura saw V/S of 2,000 tons at 4356 N 0810 E blazing from stem to stern. For complete activities these planes see 36 Sq.

256 Sq. - 3 Mosquitos intruded Bergamo. See 414 Sq.

U. S. NIGHT FIGHTERS.

414 Sq. - 1 Beaufighter intruded Bergamo area with Beaus of 153 Sq. and Mosquitos of 256 Sq. straffed train 10 miles south of Bergamo, loco at Tremiglio and rail wagons southeast of Lodi. Also large motor convoy near Bergamo.

4 Beaufighters on uneventful patrols off South France.

417 Sq. - 5 Beaufighters patrolled the assault area. No incidents.

AIR SEA RESCUE.

1 E.R.S - 3 Catalinas on search for life rafts south of Genoa. One empty life raft picked up. No other sightings except for debris.

MACAF ASIG no. 57 for Sept. 4:

Northwest Africa Malta Sicily - nothing to report. Southeast Italy. Sorties cancelled owing to weather. Western Italy - Northern Sicily. Sixteen P-47's of 345 Sq. strafed and bombed apparently inactive factory 14 miles north of Spezia scoring 20 hits in target area and 9 hits on building starting fires. 16 P-47's of 346 Sq. strafed and bombed munitions factory 12 miles north of Spezia scoring two one direct hits or near misses on buildings and other hits on storage area causing huge explosions and fires. 8 P-47's of 347 Sq. bombed ammunition dump 12 miles north of Modena all bombs hit area. Pilots believe dump destroyed although dust and debris prevented accurate observation of results.
Total sorties 95 of which two from Vis. Total shipping claims one M/V 1,500 tons . Two Sq. Y schooner damaged by RP at a cost of two Beaufighter lost.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

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HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-PDB/vs.

APO 650
4 Sept. 1944.

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 2200 hours 4 September)

NARRATIVE

Beaufighters strafed Bergamo A/D scoring hits on hangers and on a JU-88 which burst into flame.

328 WING, R.A.F.:

272 Sq. - 3 Beaufighters anti-shipping strike for 4 vessels off Sestri-Levante R.P. hits scored on one 1500 ton M/V. One a/c was hit by flak, failed to return.
2 Beaufighters scored R.P. strikes on schooner in Sestri-Levante harbor. One a/c was hit by flak and seen to crash into sea in flames.
2 Beaufighters A.S.R. search. No sightings.

153 Sq. - 3 Beaufighters intruded Bergamo, straffed A/D scoring strikes on hangers and on one JU-88 which burst into flames. Also attacked two trucks in road convoy near Cremona. Possible ammunition train halted, strikes on engine and two rail cars. Four vivid white explosions seen from train.

14 Sq. - 1 Marauder recced Cap Martin - Spezia.
1 Marauder recced Nice - Spezia - Imperia.

36 Sq. - 3 Wellingtons on armed recce Imperia - Spezia. One Wellington jettisoned six bombs, five were near 2 small vessels at 4403N - 0814E. Bombs in target area. (see sightings)

17 SAAF - 2 Venturas armed recce Cap Martin - Spezia. (see 36 Sq. sightings)
1 Ventura anti-shipping strike Gulf Genoa.

U. S. NIGHT FIGHTERS:

417 Sq. - 5 Beaufighters patrolled assault area. One returned early due to engine trouble.

414 Sq. - 2 Beaufighters intruded Bergamo. (see 153 Sq.)

347 FIGHTER SQUADRON:

2 P-47's carried out dawn & dusk patrols, Ajaccio without incident.

A. S. R.:

284 Sq. - 1 Warwick ASR search for reported overdue Hudson. Later recalled.
1 Warwick ASR search Cap Corse - Sestri-Levante for missing Beaufighter. No sightings.

SIGHTINGS:

36 Sq. - 0015 - 4421N 0905E - 4 M/Vs, 4 V/S or E/Vs 120/8.
a 0150 - 4417N 0919E - 1 V/S, 1 E-boat 120/8.
n 0215 - 4417N 0915E - 7 barges, 2 E-boats 120/4.
d 0420 - 4407N 0818E - 1 V/S 1200 tons 045/8.
17 SAAF 2342 - 4420N 0907E - 3 V/M 2 of 4000 tons 1 E/V.
0018 - 4419N 0918E - 1 possible E-boat 320/20.

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MACAF ASIG:

Southeast Italy: Two Wellingtons two two one anti easy boat patrol Adriatic, made no sightings. Two E-boats were sighted sixty miles north of Ancona by naval gunboat. Four Wellingtons two two one armed recce Ionian islands. One bombed Patras, another Zante. One attacked two 500 ton M/Vs in Corfu channel after attack no sign of ships. Claim two ships sunk the other Wellingtons bombed 2 E-boats with negative results and afterwards attacked 5 200 ton M/Vs. Infiante claims probable hits on 3. Marauder on daylight recce Ionian island sighted 100 ton schooner. Repeated hits seen. Crew abandoned ship. Total sorties 62 for the period, none from Vis. Western Italy, eight P-47's of 345 Sq. and eight of 346 Sq. continued operations in support of 5th Army. Bombed ammunition dumps 30 miles east of Parma.

27 August - 2 September, Sorties:

Unit	Recces	Strikes	Sweeps	Scrambles	Patrols	ASR	Intruder	A/S	Totals
350th					22	6			28
326th			4						4
327th					6				6
328th					8	2			10
414th					21				21
415th					21		8		29
417th				1	29		7		37
256th					14		6		20
153rd					4		6		10
14th	14					3		2	19
36th			4			13		17	34
17th			34					1	35
458th			21					5	26
272nd		21	18						39
4 - S								[illegible]	3
1-ER.						7			7
284th						12			12
	14	21	81	1	125	43	27	28	340

A. K. MILLS,
Lt. Col., A.C.,
Wing A-2.

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C O N F I D E N T I A L

HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-WMM/jdb.

APO 650
3 Sept 1944.

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 2200 hours 3 September)

N A R R A T I V E

Operations curtailed by high winds and thunderstorms. Ten sorties for the period.

328 WING, R.A.F:

272 Sq - 1 Beaufighter on Rover Patrol in the Gulf of Genoa attacked 4 small vessesls at 2247B in Position 4407N, 0938E, course 300/10. 6 RP strikes on one vessel.
3 Beaus sent to strike above sighting recalled due to weather.

347 FIGHTER SQUADRON:

2 P-47's on Dawn Patrol. No incidents.
2 P-47's on Dusk Patrol. No incidents.
2 P-47's on ASR for launch 55 miles from base. No sightings.

SIGHTINGS:

2247B - 4 V/S 4407N/0938E, course 300/10, 272 Sq.

PHOTO COVER 2-9-44, ENEMY RECCE BASES:

Bergamo/Seriate	18 Ju 88s, 2 SEF
Ghedi	3 Ju 88s, 14 SEF
Villafrance	1 Ju 88, 1 He 111, 3 SEF.

MACAF ASIG:

Malta and Northwest Africa: Nothing to report.
Western Italy and Northern Sicily: 16 P-47's, 346 Sq, and 16 P-47's 345 Sq in support on 5th Army front attacked ammunition and fuel dump Southeast San Felice, 14 direct hits, two near misses - 2 locomotives damaged Mongoggio and Torrig.lka [illegible] attacked, bombs fell in target area. Road and rail bridge southeast Bologna attacked, one direct hit, seven near misses claimed.
Southeast Italy: 5 Wellintons in 221, armed Recce Corfu - Xante in Gulf of Patris 3 X 100 ton M/V, attacked. In Xante 5 X 300 ton M/Vs attacked. Argostolion also attacked. 2 Wellintons, Anti E-boat patrol north Adriatic.
2 Beaus 255 intruded Danube, attacked 3 X 300 feet barges, total claims 1 X 1000 ton M/V and 3 barges damaged.
Walrus picked up dead body while searching for [illegible]7 Sq a/c. Catalina rescued pilot of 2 P-51's which collided off Manfredonia, other pilot swam ashore

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2

C O N F I D E N T I A L

C O N F I D E N T I A L

HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-GPD/kls

APO 650
2 September 1944.

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 2200 hours 2 September)

N A R R A T I V E

Aircraft of 328 Wing attacked shipping in the Gulf of Genoa probably disabling a D/R and scoring hits on barges and V/S. U.S. Beaufighters intruded Dijon area scoring hits on many M/T and causing one explosion. 47 sorties thus far reported.

328 WING, R.A.F.:

272 Sq. - 4 Beaufighters on strike for convoy of four vessels at 4353N 0805E scored at least four R.P. hits on leading vessel believed to be a D/R. Left D/R stationary and apparently disabled.
4 Beaufighters to attack above convoy were unable to locate it. One Beaufighter attacked harbor at Sestri Levante claiming hits on a barge and two schooners.

14 Sq. - 1 Marauder recce Nice-Spezia. No sightings.
1 Marauder recce Monaco to Spezia. No active shipping seen.
1 Marauder on A.S.R. Gulf of Genoa. No sightings.

256 Sq. - 3 Mosquitos intruded Bergamo. No targets found.

36 Sq. - 4 Wellingtons bombed 4 V/S at 4353N 0805E headed NE and one ship at 4355N 0805E. Latter seen stationary some time later with large oil patch around it. Three V/S attacked at 4418N 0912E with possible hits scored. Also attacked three V/S near Camogli. No claims made. At Sestri Levante a 1500 ton M/V, 2 V/S and 4 barges were bombed. Hits seen on barges.

17 SAAF SQ.-
4 Venturas bombed shipping in Gulf of Genoa. (See 36 Sq.)
5 Venturas A.S.R. Gulf of Genoa. No sightings.

458 Sq. - 1 Wellington bombed small craft in Alassio harbor.

350TH FIGHTER GROUP:

347 Sq. - 2 P-47's on dawn convoy patrol. No incidents.
2 P-47's on dusk patrol. No incidents.
4 P-47's flew to Borgo for stand-by. No action.

U. S. NIGHT FIGHTERS:

415 Sq. - 3 Beaufighters patrol assault area. No incidents.
1 Beaufighter intruded Macon-Dijon highway. Low cloud at 500 feet prevented any sightings.

417 Sq. - 2 Beaufighters patrolled assault area. No incidents.
2 Beaufighters intruded Macon-Dijon highway. One unable to locate pinpoint and returned early. The other observed heavy M/T traffic proceeding north from Macon. Continuous attacks made observing many strikes on vehicles and causing one large explosion. Small arms fire encountered.

C O N F I D E N T I A L

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AIR SEA RESCUE:

284 Sq. - 1 Warwick search for Ventura down in Gulf of Genoa. Debris and two stationary E/V at 4329N 0810E only sightings.

1ER Sq. - 1 Catalina flew to Borgo on standby. No incidents.
1 Catalina flew to Calvi on standby. No incidents.

SIGHTINGS:

At 0150 - 3 F boats at 4416N 0921E course 120/10 - 36 and 17 SAAF Sqs.
At 0317 - 3 V/S off Cap Mele course 240/12 - 36 and 17 SAAF Sqs.

MACAF ASIG:

Malta and Northwest Africa - nothing to report.
Southeast Italy - 5 Wellingtons armed recce for ships evacuating Germans from Ionian Islands. 1 a/c bombed 4 V/S in Korkyra Straits, results unobserved. 1 a/c attacked 1 Scibel Ferry, 3 V/S possibly same ships in same position. 1 V/S hit and sunk. Another a/c attacked 3 E boats Gulf of Patras - one left stationary - probably damaged. The fifth bombed harbor installations at Argostolion. 2 Wellingtons anti-E boat patrol north Adriatic attacked Luccin Picclo and Pyerase and Kraljevica. 2 Beaufighters 255 intruded over Danube - no targets cma one beau missing. Catalina rescued P-39 pilot 48 miles NE of Barletta.
Western Italy and Northern Sicily - 8 P-47's bombed Montoggia scoring 4 direct hits with 4 more in target area. 4 P-47's bombed Borganasca in offensive sweep Pisa-Vicenza area, all bombs in target area. 3 M/T destroyed, 1 M/T probably destroyed, one trolley and one transformer damaged. 8 P-47's 346 Sq. offensive sweep between Pisa-Piacenza-Parma and Leghorn left 3 M/T in flames near Piacenza. 1 P-47 slightly damaged by flak.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

C O N F I D E N T I A L

HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-WAM/hso

APO 650
1 September 1944.

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 2200 hours 1 September)

N A R R A T I V E

Beaufighters of 272 Sq. scored hits on a large barge and possible hits on 2 'F' boats. Venturas and Wellingtons bombed shipping off San Remo and Imperia with undetermined results. Beaufighters of 415 Sq. destroyed 10 M/T and damaged several more near Lyon. 46 sorties for the period.

328 WING, R.A.F.:

458 Sq. - 6 Wellingtons carried out armed recces Bordighera to Spezia. One bombed 2 V/S in Imperia. One attacked 3 barges at 2310 B position 4347 N 0742 E course 045/8. Barges off Imperia and S/E contacts near Sestri Levante bombed with 17 SAAF Sq. (See below).

17 SAAF Sq. 6 Venturas on armed recces from Spezia to Bordighera. Three bombed 2 - 3 barges off Imperia. No claims. Unidentified S/E contacts bombed off Sestri Levante. One Ventura is missing.
5 Venturas searched Gulf of Genoa for missing Ventura. No sightings.

272 Sq. - 3 Beaus attacked 3 F/Boats and 1 large barge 4400N 0822 E at 2320 B. R.P. and cannon strikes seen on barge causing smoke. Possible hits on F boats. One Beau attacked 3 V/S off Imperia course 045. Strikes seen on one vessel.

4 Beaus on strike near San Remo. Nothing sighted.

153 Sq. - 2 Beaus patrolled the beachhead area.
2 Beaus intruded Lyon - Dijon.

256 Sq. - 4 Mosquitoes intruded Lyon - Dijon area.

14 Sq. - 1 Marauder recced Spezia to Nice. No sightings.
1 Marauder searched for missing Ventura.

U. S. NIGHTFIGHTERS:

414 Sq. - 4 Beaus patrolled the Assault area.

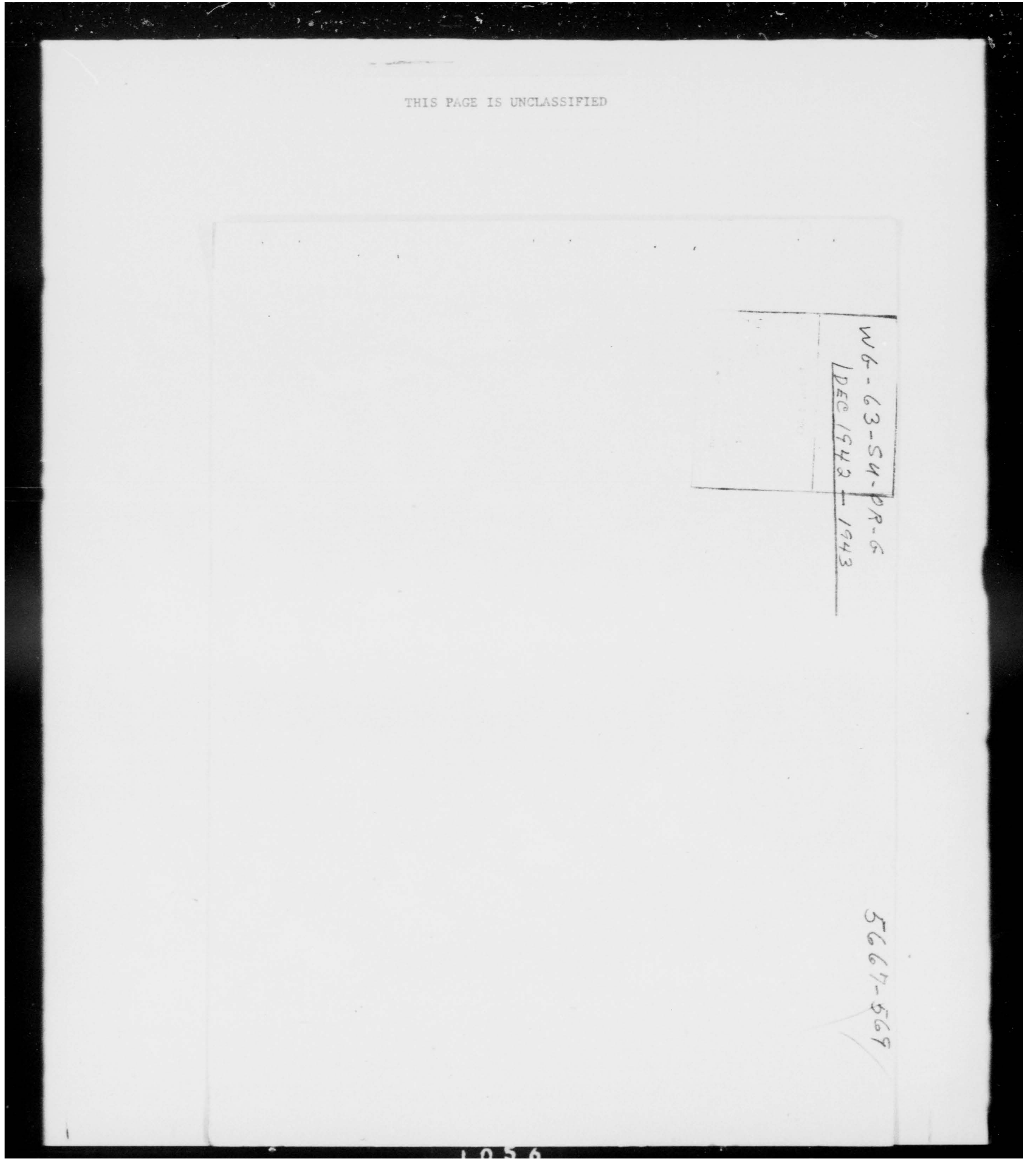
415 Sq. - 2 Beaufighters on intruder mission to Lyon. Convoy of 30 M/T attacked with 8 destroyed and several damaged. In other attacks 2 M/T were destroyed and 2 damaged.

417 Sq. - 4 Beaufighters patrolled the assault area without incident.

AIR SEA RESCUE:
284 Sq. - 1 Warwick searched for missing Ventura in Gulf of Genoa. No sightings. (See 14 and 17 Sq.).

SIGHTINGS: - 312055 - 1 barge, 2 F/B's, U347/0746, course 090/5. (17 Sq)
312220 - 2-8 barges, 4400/0822, course 045/10

MACAF ASIG -- NW Africa Nil. Additional 30/8 Walrus and HSL picked up 2 injured and 1 dead crew of A 20 8 miles SW of Cecina, also 4th body. SE Italy: 4 Wellingtons anti-shipping strike Greek Islands. Anti-"E" boat north Adriatic cancelled due to weather 1 a/c attacked M/V in Zante. Estimate 1 hit, also sighted 4 small M/V off Argostolion, also 1 E boat 24 miles E of Argostolion. 1 Wellington attacked M/V in same area missed. 1 Wellington attacked 2000 ton M/V in Xante bombs fell on land other Wellington attacked Argostolion. ASR by Catalina for Beau crew picked up by MTB weather curtailed other operations. Malta. Two Spits from Catania, 2 Spits from Malta scrambled for hostile at 1030 hrs. Catania Spits tally ho over Straits Messina at 40,000 ft E/A at at 42,000. Malta Spits tally ho 37,000 Spit climbed to 43,700 enemy to 47,000. Spits could not gain height. E/A recced Augusta at 225 30/8 height 27,000 5 flash bombs no window. Total sorties 83 of which 4 from Vis.



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HEADQUARTERS
XII FIGHTER COMMAND
APO 525

1 October 1943.

GENERAL ORDERS)
:
NO..........22)

COMMENDATION, 63RD FIGHTER WING, UNITED STATES ARMY AIR FORCE

The 63rd Fighter Wing is commended for outstanding performance of duty. The manner in which this Wing organized provisional units from personnel and equipment available to it, demonstrates a spirit of cooperation which reflects creditably upon it. The efficient manner in which the 63rd Fighter Wing organized the air defense of the ************** Sectors reflects great credit upon its combat efficiency. The efficient manner in which every organization and unit---French, British, and American---that is assigned or attached to the 63rd Fighter Wing has performed its duties also reflects creditably upon the 63rd Fighter Wing. The leadership of all of the officers and men of the Wing, as well as the British, French, and American units that have served under it, is a source of satisfaction.

s/ E. R. QUESADA,

E. R. QUESADA,
Brigadier General, U.S.A.,
Commanding.

HEADQUARTERS
XII FIGHTER COMMAND
APO 525

12 September 1943.

GENERAL ORDERS)
:
NUMBER 9)

SECTION I --- ASSIGNMENT OF FIGHTER SECTOR.

Casablanca Fighter Sector is assigned to the 63rd Fighter Wing. Personnel of this Command now in this Sector will be assigned as the 63rd Fighter Wing directs.

By command of Brigadier General QUESADA:

W.W. BATCHELDER,
Lt. Col., Air Corps,
Executive.

OFFICIAL:

S / GEORGE REATH,

GEORGE R. REATH,
CAPTAIN, AIR CORPS,
Acting Adjutant General.

HEADQUARTERS
XII FIGHTER COMMAND
APO 525

6 September 1943.

GENERAL ORDERS)
:
NUMBER 5)

SECTION I --- ASSIGNMENT OF UNIT.

The 2685th Fighter Control Squadron is assigned to the 2688th Hq & Hq Sq.

SECTION II --- ATTACHMENT OF UNITS.

The following units are detached from parent units show and are attached to the 2688th Hq & Hq Sq for operational and administrative control.

Company "B", 562nd Signal Air Warning Battalion
Company "C", 562nd Signal Air Warning Battalion
Company "C", 560th Signal Air Warning Battalion

SECTION III --- ASSIGNMENT OF ORGANIZATIONS.

The following organizations are assigned to the 63rd Fighter Wing.

2688th Hq & Hq Sq
2689th Hq & Hq Sq

By command of Brigadier General QUESADA:

W.W. BATCHELDER,
Lt. Col., Air Corps,
Executive.

OFFICIAL:

s/ GEORGE REATH

GEORGE REATH,
Captain, Air Corps,
Acting Adjutant General.

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HEADQUARTERS
SECOND AIR DEFENSE WING
APO 525

GENERAL ORDERS)
:
NUMBER 11)

15 August 1943

1. Pursuant to VOAOC, NACAF, this organization assumes responsibility for the operation and administration of the Djidjelli Sub-sector as of this date.

2. Personnel for the operation of the Djidjelli Sub-sector will be furnished by the Algiers Fighter Sector, and will relieve the persent British poerating personnel as soon as respective operating personnel have been properly briefed.

3. MAJOR JAMES C. THORSEN, O-401549, AC, Command Officer, 347th Fighter Squadron, is designated Commanding Officer of the Djidjelli Sub-sector. MAJOR THORSEN, in addition to his responsibilities as Commanding Officer, Djidjelli Sub-sector, is also designated Commanding Officer, Taher Airfield. The Commanding Officer of the Djidjelli Sub-sector is responsible to the Commanding Officer, 2nd Air Defense Wing, for operational and administrative control.

4. CAPTAIN KERMIT R. DYKE, O-23318, AC, is assigned as Senior Controller of the Djidjelli Sub-sector and as such is responsible for the operation of the sub-sector operations and the outlying installations of the sector.

5. 1ST LT RICHARD A. ZAIS, O-1634496, SC, 560th Signal AW Bn., is designated as Signal Officer, Djidjelli Sub-sector.

6. 1ST LT GEORGE L. TIMME, Jr., O-854224, AC, 78th Fighter Control Sq., is designated as VHF Communications Officer.

7. The 2nd Air Defense Wing staff, the Commanding Officer, 78th Fighter Control Sq., and the Wing Signal Officer will have the same responsibility for the operation and the administration of the Djidjelli Sub-sector as they now have over the Algiers Fighter Sector.

By order of Colonel GRAVES:

NEAL E. GUY,
Captain, Air Corps,
Wing Adjutant.

OFFICIAL:

s/ NEAL E. GUY,

NEAL E. GUY,
Captain, Air Corps,
Wing Adjutant.

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WG

C O P Y — S E C R E T (Equals British MOST SECRET) — C O P Y

: S E C R E T :
: Auth: CG, NATOUSA :
: Initials: A.B.R. :
: 5 August 1943 :

HEADQUARTERS
NORTH AFRICAN THEATER OF OPERATIONS
UNITED STATES ARMY
APO 534

AG 322.082/100 A-0 — 5 August 1943

SUBJECT: Redesignation of Headquarters and Headquarters Squadron, Air Defense Wings.

TO : Commanding General, Northwest African Air Forces, APO 650.

1. The following units are redesignated as indicated, without change in authorized strength, station or assignment:

Present Designation	New Designation
Hq & Hq Sq, 1st Air Defense Wing	Hq & Hq Sq, 62nd Fighter Wing
Hq & Hq Sq, 2nd Air Defense Wing	Hq & Hq Sq, 63rd Fighter Wing
Hq & Hq Sq, 3rd Air Defense Wing	Hq & Hq Sq, 64th Fighter Wing

2. a. Effective this date the units named in paragraph 1 will be serviced by the 16th Machine Records Unit, APO 650.

b. Unit reports of change will be made for both the old and new unit designations in accordance with AR 345-800.

c. Both final and initial rosters will be made on WD AGO Form 309 in accordance with AR 345-900.

d. Rosters and unit reports of change will be forwarded to the 16th Machine Records Unit.

3. The dates of redesignation will be reported to The Adjutant General, Washington, D. C. and to this headquarters without delay.

4. Authority: War Department letter AG 322 (15 Jul 43)OB-I-AFRPG-M, dated 24 July 1943, subject: "Redesignation of Headquarters and Headquarters Squadron, Air Defense Wings."

By command of General EISENHOWER:

s/ A.B. KING

A. B. KING,
Major, AGD.,
Asst Adjutant General

S E C R E T
(Equals British MOST SECRET)

HEADQUARTERS
SECOND AIR DEFENSE WING
APO 525

27 June 1943

SUBJECT: Commendation.

TO : All Units.

1. On 26 June 1943, 1st Lt. John A Urban of the 346th Fighter Squadron was successful in shooting down an high altitude JU 88 recconnaissance aircraft in the Algers Area from a P-38. This was a particularly valuable recconnaissance aircraft since the crew had taken pictures of Alger Harbor.

2. This accomplishment shows perfect controlling on the part of the Sector Controller, 1st Lt. Howard G. McDonald and superior work by the pilot. This also reflects credit upon all organizations and personnel of the 2nd Wing for doing their job and thereby contributing directly or indirectly to this success.

3. I desire to congratulate all officers and men of the 2nd Wing on our first all American Victory.

s/ DAVIS D. GRAVES

DAVIS D. GRAVES,
Colonel, Air Corps,
Commanding.

HEADQUARTERS
SECOND AIR DEFENSE WING
APO 525

7 May 1943.

SUBJECT: Movement Orders.

TO : Commanding Officer, All Units, 2nd Air Defense Wing.

1. In accordance with instructions received from the Air Officer Comanding, Northwest African Coastal Air Force, the elements of the 2nd Air Defense Wing will move to the Algiers Area in accordance with the following plan:

a. It has been decided that the 2nd Air Defense Wing will gradually take over the Maison Blanche Sector. Subject change will become effective at 0001 hours, 10 May 1943, when the 2nd Air Defense Wing Command Post will be established temporarily at Farm Caroline (APO # 525) adjacent to Maison Blanche Sector Operations. Later, at such time as the Reghaia Airdrome is completed the Wing Headquarters will move to that station.

b. The Operations Room Staff is to double bank with the Maison Blanche Staff for a period of approximately two weeks at which time the Maison Blanche Operations Staff will move elsewhere. The M.R.U. will remain as at present, and will not be taken over by American personnel, The C.O.L.'S and G.C.I.'S will be replaced gradually by American personnel, and equipment. The American sets will be moved into a site adjacent to the present British sites and will take over only when they are operating satisfactorily. The British equipment and crews then be relieved for other duty. Every opportunity is to be taken of doubling up British and American personnel, and as much training as possible should take place during the change over period.

c. The Oran Sector will be assigned one squadron, the 92nd Squadron of the 81st Fighter Group, which will move to Warnier Field until such time as Lapasset is completed. This Squadron will keep a small detachment at Tafaraoui.

d. Coincident with the move of the 92nd Squadron to Warnier, the 345th Fitr Sq, of the 350th Fitr Group, and the Group Headquarters, will move to Maison Blanche.

e. At a later date, the 346th Fitr Squadron will move from the Oran Area to Maison Blanche.

f. The Second Air Defense Wing is to be composed of the following units in the forward area.

(1) 350th Fitr Group
(2) 153 Squadron, RAF, Night Fighters
(3) 560th Signal AW Battalion
(4) 78th Fitr ControllSquadron

CONTINUED:

g. The Air Force Sector Control in the Oran Area will be under the Command of Lt. Colonel JOHN O ZAHN, O-236998, AC, and will be composed of the following units which will be brought to authorized strength when opportunity permits:

(1) 92nd Fitr Squadron
(2) Certain British Tactical Units
(3) 561st Signal AW Bn.
(4) Detachment of the 2nd Air Defense Wing, Headquarters.
(5) Detachment of the 560th Sig AW Bn.
(6) Detachment of the 78th Fitr Con Squadron.

h. The Command post of the Sector Commander of the Oran Area will be established in the Oran Group Operations Center at 0001 hours, 10 May 1943.

BY ORDER OF COLONEL GRAVES:

s/ NEAL E. GUY

NEAL E. GUY,
Captain, Air Corps.
Adjutant.

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HEADQUARTERS
SECOND AIR DEFENSE WING
APO 525

3 February 1943

GENERAL ORDERS)
:
NUMBER 1)

1. Pursuant to authority contained in General Order #3, 12th Air Force, dated 5 January, 1943, as amended by VOCG, 12th AF, the undersigned hereby assumes command of the tactical units within the area east of the Moroccan - Algerian border inclusive of Oujda to N-S line thru Cape Tenes.

s/ DAVIS D. GRAVES,

DAVIS D. GRAVES,
Colonel, Air Corps,
Commanding.

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C O P Y   C O P Y

GENERAL ORDER) CONFIDENTIAL
:
NUMBER 31)

HEADQUARTERS I FIGHTER COMMAND
MITCHEL FIELD, NEW YORK
12 DECEMBER 1942

1. Pursuant to authority contained in letter AG, 320.2 (12-8-42) OB-I-AF-M 12 DECEMBER 1942, Subject, "Constitution and Activation of Certain Air Defense Wings", the following units are activated as of 12 DECEMBER 1942 with stations as indicated:

UNIT	STATION OF ACTIVATION	PERMANENT STATION
Hq & Hq Sq 1st Air Defense Wing	Mitchel Field, N. Y.	Mitchel Field, N.Y.
Hq & Hq Sq 2nd Air Defense Wing	do	do
Hq & Hq Sq 3rd Air Defense Wing	do	do

2. Cadre personnel for above units will be supplied by 1st Air Force and 4th Air Force.

3. Filler personnel for these units will be requisitioned in the usual manner.

4. AAF Regulations 15-127, April 28, 15-128, May 8, and 15-107, June 8, 1942 and Technical Order 00-25-3A will be complied with immediately.

5. These Air Defense Wings will be organized in accordance with T/O 1-550-1, November 26, 1942, less columns 8,9, and 10.

6.a. Equipment for these units will be in accordance with Table of Basic Allowances 1, July, 1942 for a Fighter Wing, Hq & Hq Sq plus certain additional items of equipment to be specified by the Commanding General Army Air Forces, (Director of Air Defense)

b. Original issue of equipment for these units will be shipped by Chief of Supply Services direct to home station, marked for unit concerned.

c. These units will have an A-2 priority rating for controlled items of equipment.

7. A report will be submitted without delay to the Commanding General, Army Air Forces (Attention AFMAG, Publications Section-20 copies) Commanding General, AF, EDC, & 1st Air Force and this hq as to the size af cadre furnished.

8. FD 33 P 433-01 02 03 04 05 07 08 A 0425-23.

By command of Brigadier General TAYLOR:

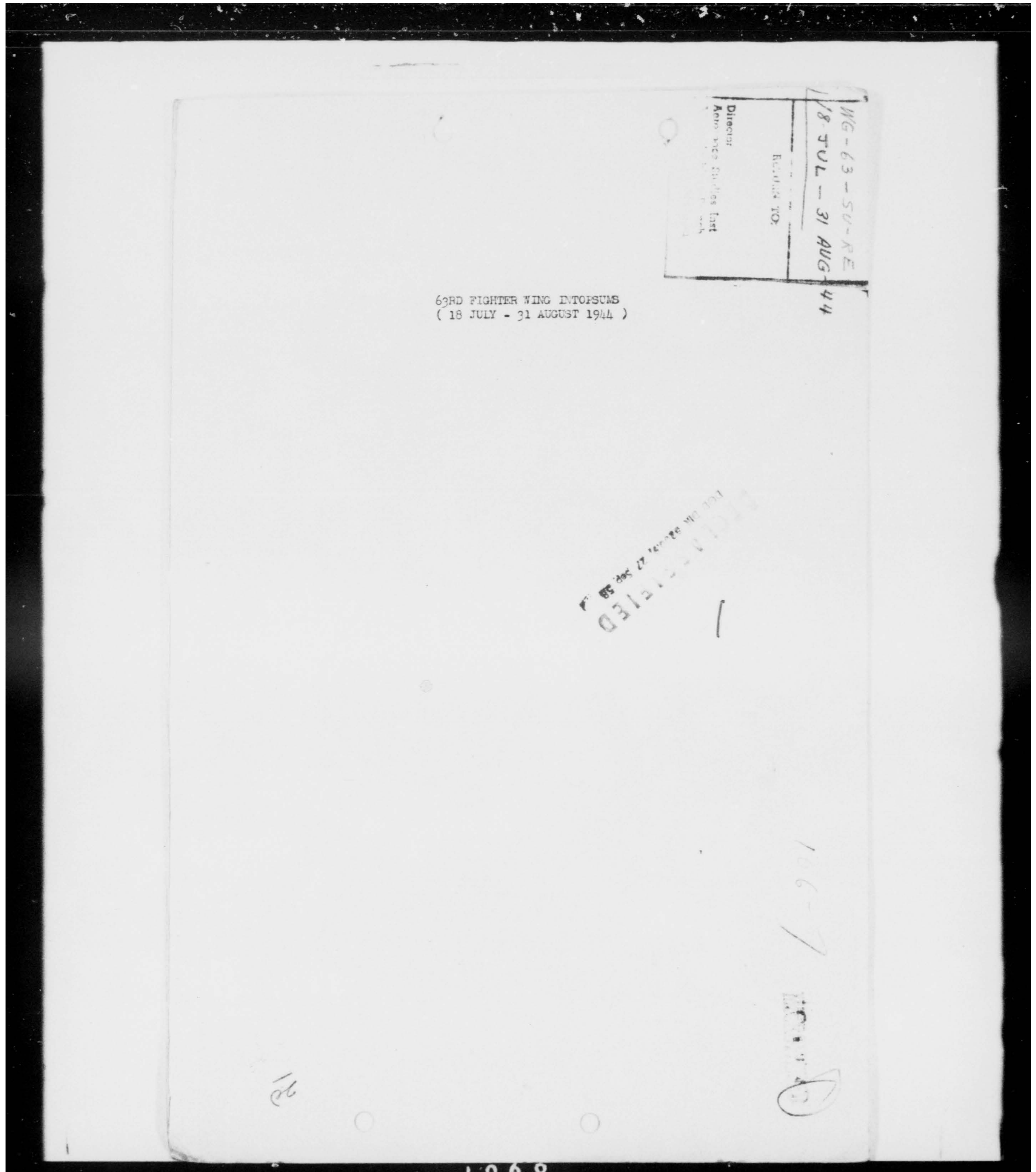
R. B. TRAVIS,
Major, Air Corps,
Adjutant.

OFFICIAL:
s/ R. B. TRAVIS,
R. B. TRAVIS,
Major, Air Corps,
Adjutant.

NEAL E. GUY,
Captain, Air Corps,
Adjutant.

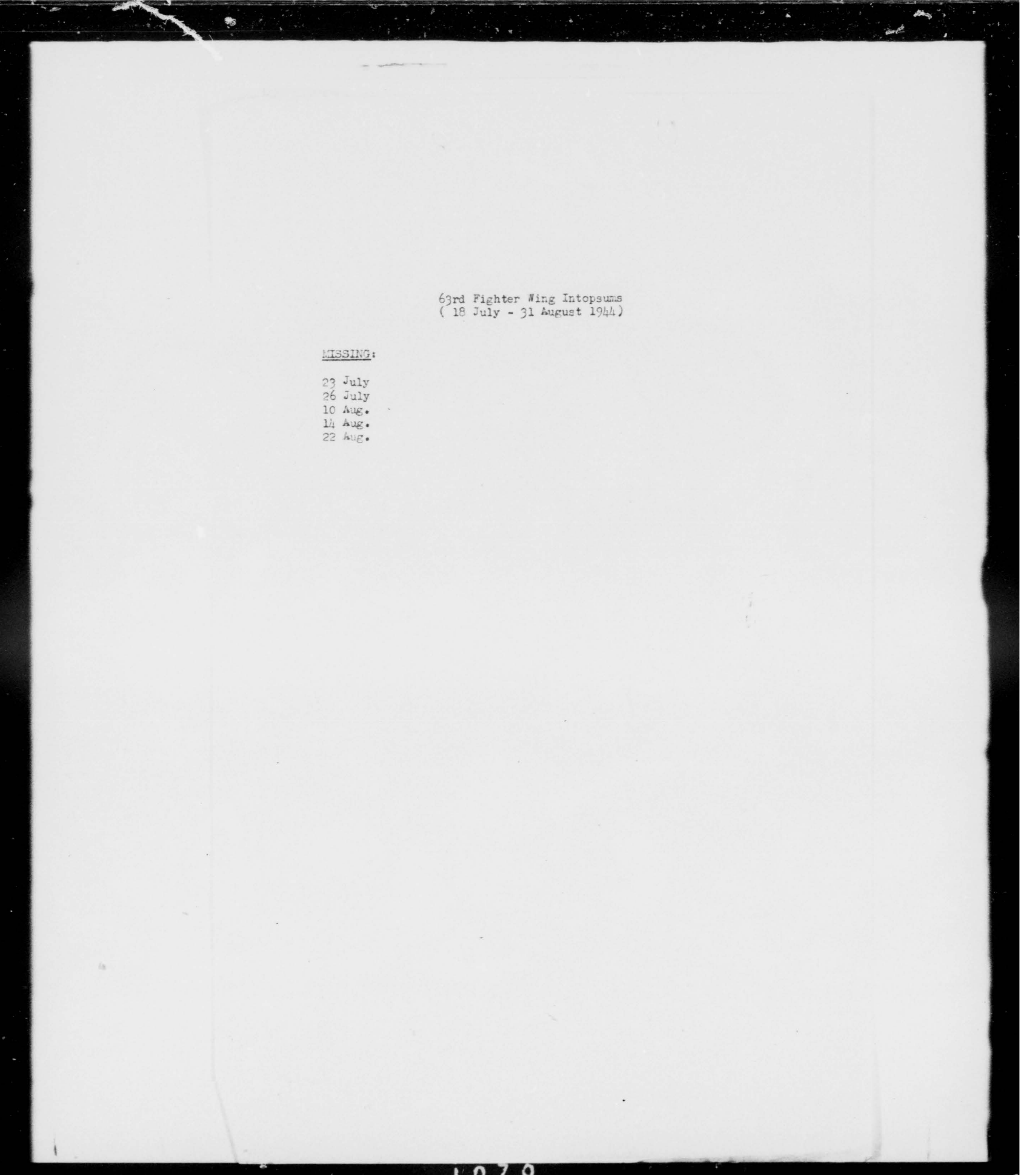
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63RD FIGHTER WING INTOPSUMS
(18 JULY - 31 AUGUST 1944)

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63rd Fighter Wing Intopsums
(18 July - 31 August 1944)

MISSING:

23 July
26 July
10 Aug.
14 Aug.
22 Aug.

TAF

C O N F I D E N T I A L

HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-GPD/skr

APO 650
23 July 1944

SUBJECT: Flash Report, 23 July 1944.

TO: All Tactical Units, All Sectors, 63rd Fighter Wing.

SORTIES: 28 total thus far reported; 17 Beaufighters; 2 P-39's; 2 Mosquitos; 3 Wellingtons; 2 Warwicks; 2 Marauders.

SIGHTINGS: Nil.

ACTION: 2 Beaufighters 417 Sqdn flew area Patrols without incident.
2 P-39's on dawn patrol, Sardinia. No incidents.
3 Beaufighters 414 Sqdn.)
3 Beaufighters of 153 Sqdn.) intruded Toulouse area. Due to very
1 Beaufighter of 108 Sqdn.) poor weather only Mosquito reached area
1 Mosquito of 108 Sqdn.) No targets found.
3 Wellingtons, 458 Sqdn. armed recce Nice - Spezia area. Dropped twenty nine 250 lb bombs on oil refinery at Imperia. Bursts seen in area.
1 Mosquito, 256 Sqdn scrambled for bogey 40 miles west of Alghero. No contact.
4 R.P. Beaufighters and 4 Anti-flak Beaufighters of 272 Sqdn. on rover patrol of Nice-Spezia area.
1 Warwick, 284 Sqdn, on ASR cooperation to Beaufighter rover patrol. No incidents.
1 Warwick, 284 Sqdn, cooperation patrol off NW Corsica. No incidents.

FLAK: Light, inaccurate around Genoa.

ADDITIONAL 22 JULY : Two Marauders, 14 Sqdn. recce of Marseilles - Savona area. No sightings.

MACAF ASIG NO 12 FOR 22 JULY : Southeast Italy four Wellingtons 221 Sqdn. bombed Capodistrth. Results unobserved. Four Hurricanes 6 Sqdn. and 2 Spits 87 Sqdn destroyed 1200 foot schooner position 4424N - 1505E and damaged 160 foot schooner at RAB - one aircraft lost. One Catalina of No. 1 ERU rescued nine survivors of bomber crew on Dugi Island. Malta and Sicily nothing to report. Western Italy and Northern Sicily nothing to report. Northwest Africa nothing to report. Total number of sorties 110.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

C O N F I D E N T I A L

C O N F I D E N T I A L

HEADQUARTERS
SIXTY THIRD FIGHTER WING

APO 650
18 July 1944

SUBJECT: Flash Report, 18 June 1944.

TO: All Tactical Units, All Sectors, 63rd Fighter Wing.

SORTIES: 33 total thus far reported: 4 Beaufighters; 25 French Spitfires; 2 Marauders and 2 Warwicks.

SIGHTINGS: Nil.

ACTION: 8 French Spitfires, 4 with bombs attacked large petrol tank S/E Marina Carrara. No claim made.

1 Beaufighter 417 Sqdn area patrol pursued bogey at 0210 hrs between Bastia and Elba. Made contact at 6 miles Beaufighter closed to 5,000 ft. Bogey's course SSE angels 6½ speed approximately 170 MPH. At 0220 pursuit called off and Beaufighter vectored after "Bandit" heading North at 300 ft between Elba and Bastia. Bandit closed to 25 miles NE Capraia. Beaufighter closed to 1½ miles at 700 ft. No contact made. Plot faded 0240 hrs.

3 French Spitfires recce Campo d Monteregio. No shipping sighted.
2 Marauders 14 Sqdn. recce Barcelona - Savona. No sightings.
2 Warwicks 284 Sqdn ASR raid escort. Uneventful.

ADDITIONAL: 8 French Spitfires 4 with bombs attacked large building Massa, six direct hits scored.

FLAK: Viareggio - Heavy, moderate.

MACAF Coastal ASIG No. 7 for 17 July : Northwest Africa at 172359 one hostile flew over Algiers at angels 28. Three Beaus scrambled but no contact. No flash bombs or smoke screen.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

C O N F I D E N T I A L

C O N F I D E N T I A L   ABI-FTB-103

HEADQUARTERS
SIXTY THIRD FIGHTER WING

APO 650
19 July 1944

SUBJECT: Flash Report, 19 July 1944.

TO : All Tactical Units, All Sectors, 63rd Fighter Wing.

SORTIES: 27 total thus far reported: 24 Spitfires; 3 Beaufighters.

SIGHTINGS: Nill

ACTION: 8 French Spitfires, 4 with bombs attacked and scored near misses on factory buildings Villafranca in Lunigiana.
1 Beaufighter 417 Sqdn. patrolling between Capraia and Cap Corse on Southerly course was vectored on to bandit at 2317 flying at 150 feet speed 200 mph. Contact obtained at 2320 range 3 miles 20 degrees below, which faded some seconds later in sea returns. Pursuit continued until 2352 when plot faded.
1 Beaufighter 417 Sqdn. vectored after bandit at 0135 20 miles north Cap Corse, bandit being on northerly course at a height ranging from 100-500 feet. Contact was obtained at 0140 range 4 miles at 10 o'clock speed 210 mph. Beaufighter closed to 1000 feet obtaining visual at 0147 on JU88. Beaufighter further closed to 200 yards and opened fire, two cannon strikes were observed. Bandit returned fire while making turn to port, contact and visual being lost. Control then reported friendly and bogey 45 miles north Cap Corse. Contact was obtained on 2 a/c. Control warned friendly a/c to peel off and AI contact was lost. Second a/c was identified as a Halifax.
1 Beaufighter 417 Sqdn. scrambled for bandit reported heading north. Plot faded 70 miles northwest Cap Corse.
ADDITIONAL: 6 French Spitfires,4 with bombs attacked group of factories at Villafranca. All bombs fell in target area.
2 French Spitfires scrambled 0707 for bogey reported 12 miles C. Gorgona going southwest. Plot faded and reappeared north of base fading again near Cap Corse.
FLAK: Villafranca - Heavy, dense, accurate.
Spezia - Heavy, dense, accurate.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

C O N F I D E N T I A L

CONFIDENTIAL

HEADQUARTERS
SIXTY THIRD FIGHTER WING

PDB/tjs

APO 650
20 July, 1944

SUBJECT: Flash Report, 20 July, 1944.

TO : All Tactical Units, All Sectors, 63rd Fighter Wing.

1. SORTIES: 24 total thus far reported.

a. 18 French Spitfires.
b. 1 Marauder.
c. 1 Warwick.
d. 4 Beaufighters.

2. SIGHTINGS: Marina Carrara, 3 or 4 Barges.

3. ACTION: 8 French Spitfires dawn armed recce. Factory east Marsa attacked. No claims made.

1 Beaufighter 417 Sqdn area patrol at 0055 when 30 miles SW Cap Corse vectored after bandit at 400 feet course 260°. Contact obtained 0105 range 3 miles height 300 feet. 4 contacts were made between 0105 and 0220 as bandit was chased North and South on west side of Island. Bandits speed varying between 180 and 220. Beaufighter closed to 1,000 feet to 2,000 feet on 4 occasions, but was unable to get closer by AI because of low altitude. Chase abandoned 0220 due to fuel shortage.

1 Beaufighter 417 Sqdn vectored after banditSouthCapraia at 800 feet minus, speed 205. Beaufighter was in pursuit for 15 minutes at a range of one half mile, but failed to make contact. Plot faded 0135.

1 Marauder 14 Sqdn recce Imperia-Cap Camarat. No incident.

1 Warwick 284 Sqdn ASR escort North Corsica. Uneventful.

4. AIR SEA RESCUE: 3 crewmembers B-26 picked up by PT boat 4256 North, 0936 East. One dead.

5. FLAK: Massa, intense, heavy, light, forming barrage.

6. OBSERVATIONS: Nine barrage balloons Sestri Levante.

7. ADDITIONAL: 8 French Spitfires armed dusk recce bombed factory between Carrara and Massa which was left in flames.

1 Marauder 14 Sqdn recced Southern France. Marseilles, Lighthouse attacked, strikes recorded.

8. MACAF REPORTS: 19 July, South East Italy 4 RP Hurricanes escortdd by Spitfires sank 50-60 foot schooner. 1 Hurricane pilot, 6 Sqdn ditched. Rescued by Catalina. Unfavorable weather curtailed all operations.Sicily, and Malta nil report. Northwest Africa 2 P-39's collided in air on practice interception. 1 landed damaged, pilot unhurt, other pilot bailed out, rescued by destroyer. Ventura on search for latter ditched near shore Arzew Bay when engines cut, crew safe. West and Northern Italy nil report. Report for 19th July. Southeast Italy 2 Spitfires 1435 Sqdn with 90 gallon gas tanks swept Ohrid area, 2 locomotives destroyed and 25 wagons damaged. 3 RP Hurricanes 6 Sq. and 2 Spitfires 87 Sq. attacked and damaged fort at Uljem. 1 Wellington 221 Sq. found and attacked 4 powered barges.

OVER

Position 4445 North, 1350 East at 2230 hours. Visibility poor. No hits. Barges scattered. 1 Wellington 221 Sq at 2325 hours found and attacked barges in Position 4443 North, 1353 East. No barges scattered, stopped. Malta and Sicily at 1512 hours one hostile plotted over convoy "Typewriter" 65 miles East of Malta. Turned East and faded at 114 miles. No interception. North West Africa 2 German officers captured at 1631-B, Oran area. Reported escaped from POW camp at Tunisia. P.R. of 1/4 Sq. on non-op flight crashed Tipasa. evening 18 July. Pilot killed. West and Southern central Italy nil report. Corsica and Sardinia French Spitfires scored near misses on factories at Villa Franca in Luniciana. A Beaufighter scored 2 cannon strikes on a JU-88 on night recce on the deck. Total sorties 180. Additional to Asig of 18 July 32 sorties. 18 Spitfires bombed factories at Villa Franca in Luiniciana with all bombs in target area.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

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HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-WWW/jdb.

APO 650
21 July 1944.

SUBJECT: Flash Report 21 July 1944.

TO : All Tactical Units, All Sectors, 63 Fighter Wing.

I. SORTIES: 29 Total Thus Far Reported.

9 Beaus, 17 Spits, 1 Warwick, 2 P-39's.

II. SIGHTINGS: Nil.

III. ACTION:

7 French Spits, 2 with bombs attacked shipyards at Riva. Two direct hits on nearby factory. Four bombs fell in small wood joining shipyard, pall of heavy smoke followed.
1 Beau, 417 Squadron, destroyed unidentified type enemy recce a/c south of Elba at 2327B. Beaufighter is missing.
2 French Spitfires ASR Search. No sightings.
4 French Spitfires ASR Search for missing Beaufighter. Dinghys and wreckage found, but no sign of crew.
2 Beaus, 417 Sq, carried out night patrols off East Corsica.
5 Beaus, 417 Sq searched for missing Beaufighter crew.
1 Warwick, 284 Sq searched S. of Elba. Empty dinghy sighted.
1 Beau of 272 Sq patrolled Imperia-Spezia.

ADDITIONAL:
8 French Spits, dusk recce bombed barrack buildings SW Lavagna, six direct hits scored, one bomb hit caused large explosion. Two bombs fell in surrounding woods. Target left blazing with much smoke.
2 Marauders of 14 Sq recced Savona-La Camargue area.
1 Warwick, 284 Sq, patrolled Corsica-Genoa as ASR cooperation with bomber raid.

FLAK: Lavagna, light, scant, inaccurate.

MACAF ASIG No. 10 for 20 July:

One Wellington bombed Destroyer in 4447 N, 1236E, course 030, speed 20 knots. No hits seen. 3 Wellingtons bombed wharf installations Arsa Channel, results unobserved. Large fire started in target area. by flare. 3 RP Hurricanes, 2 Spit escort attacked three 100 foot schooner at Alexsandrovo Harbor, (Kirk Island), one exploded, second left listing. Additional to ASIG 9 of 19 July. Northwest Africa, one hostile over Algiers at 200340 at angels 20 plus dropped three flash bombs. Two Beaus scrambled getting within one mile but no combat. Smoke screen operated in good time.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

CONFIDENTIAL

TAF

CONFIDENTIAL

HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-FTG-kls

APO 650
22 July 1944.

SUBJECT: Flash Report, 22 July 1944.

TO : All Tactical Units, All Sectors, 63rd Fighter Wing.

SORTIES: 12 total thus far reported: 3 Beaufighters; 2 P-39; 5 Spitfires; 2 Walrus.

SIGHTINGS: Nil.

ACTION: 1 Beaufighter 417 Sqdn vectored after hostile reported at 2335
hours 30 miles north Capraia heading south at sea level. Beaufighter
while at 1000 feet obtained head on contact at 2350 two miles north
Pianosa range 4000 feet reducing to 1500 feet. Contact lost during diving
turn. Bandit again appeared, heading north on east side of island at
1000 feet speed 200-249 mph. Dispite several vectors from control, there
were no fresh contacts. Plot faded 0035.
1 Beaufighter 417 Sqdn vectored after bandit course due north
1000 feet1310 mph. at 0005. Beaufighter closed to 3½ miles but lost
target at 0040. At 0100 Beaufighter was again vectored onto a bandit
northwest Cape Corse. A fleeting contact was obtained at a range of 1500
feet, bandit being at 600 feet speed 200-220 mph. Beaufighter closed to
1000 feet without getting a visual and then lost contact. Beaufighter
was vectored a third time onto bandit which was pursued to within 10 miles
of French coast without result.

MACAF ASIG 21 July:
Southeast Italy: 2 Welingtons bombed Bakar inlet, unobserved results.
4 RP Hurricances, 2 Spitfires damaged 1 80 foot barge
and one schooner. Set one schooner on fire 4503 North 1437 East and
damaged 1 80 foot schooner 4503 North 1434 East.
Malta and Sicily: 4 survivors from ditched C-46 rëscued by Sicilian fishing boat3730 North 1305 East.
Northwest Africa, Western and Northern Italy: Nil.
Corsica Sardinia: Beaufighter which destroyed JU88 night 20/21 is
missing. Extensive ASR search, but not found.
7 French Spitfires bombed Riva Trigosa shipyards scoring 2 direct hits on factory building.
Total number os sorties 171.

ADDITONAL TO ASIG 20 July:
Corsica Sardinia: 5 Spitfires bombed barracks building southwest of
Lavagna. 6 bombs hit building and target left blazing.
Total additional sorties 20 July 32.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

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3-00/21

HEADQUARTERS
SIXTY THIRD FIGHTER WING

A3I-PDB/hso

24 July 1944.

SORTIES: Week of 16 - 22 July

Unit	Reccos	Strikes	Sweeps	Scrambles	Patrols	ASR	Intruder	Total
350th F/G	2			2	28	6		38
325th Sq			34	10	8	8		60
327th Sq	3			6	10	9		28
328th Sq			53	12	12	8		85
14 Sq	12							12
417th Sq				4	17	9		30
458 Sq	7							7
272 Sq		14	5			6		25
414th Sq							3	3
256 Sq							4	4
4/S Sq					19			19
1 ER Sq						4		4
108 Sq							3	3
153 Sq				1			4	5
284 Sq						12		12
Total	24	14	92	35	94	62	14	335
								335

AIR VICTORIES: 18 July - Beau, 417th N.F.Sq Damaged 1 JU 88 east Corsica.
20 July - Beau, 417th N.F.Sq Destroyed 1 JU 88 off Monte Cristo.

SUBJECT: Flash Report 24th July 1944.

TO: All Tactical Units, all Sectors, 63rd Fighter Wing.

SORTIES: 45 Total thus far reported: 5 P-47's; 14 P-39's; 10 Beaus; 3 Mosquitos; 2 Marauders; 6 Wellingtons; 3 Warwicks; 2 Spitfires.

ACTION: 1 Beau, 417th N.F.Sq, scrambled at 0045 for hostile reported to be orbiting an area 40 miles WNW Calvi at 400 ft, speed 180 MPH. Contact was made 0110 at range 4 miles. Beau closed to 1 mile, but contact was lost after 3 min.

3 Wellingtons, 458 Sq, escorted convoy "LONEGAN" without incident.

2 Marauders, 14 Sq, recco Savonna-Port Vendres. No sightings.

3 Wellingtons, 458 Sq, anti-shipping recco Nice-Spezia. Alternative target Imperia bombed. Fires started.

3 Beaus, 153 Sq, 2 Beaus, 414th N.F.Sq,, 1 Beau and 1 Mosquito, 108 Sq and 2 Mosquitos, 256 Sq, operated Toulouse. Aircraft returned early due bad weather.

1 Warwick, 284 Sq, raid escort north Corsica. No incident.

2 Warwicks, 284 Sq, ASR search. No sightings.

2 Spits, 324 Wing controlled by this headquarters destroyed 1 FW 190 and damaged a second 40 miles south of Nice 24 July.

ADDITIONAL: 2 PBY's flew uneventful ASR mission

2 French Spits scrambled from Borgo at 2100 hours for bogey reported at angesl 17 50 miles north Cape Corse, course S/W. Plot became hostile 2057 hours, fading at 2104 hours.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

C O N F I D E N T I A L

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C O N F I D E N T I A L

F.A.F Div

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HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-MS/jdb.

APO 650
25 July 1944.

SUBJECT: Flash Report 25 July.

TO : All Sectors, All Units, 63 Fighter Wing.

SORTIES. 15 Total Reported, including 6 Beaus, 6 Spits, 2 PBY's and 1 Walrus.

SIGHTINGS: Nil.

ACTION:

3 Beaus 272 Sqdn attacked 5 barges off Levanto, factory at Vado Ligure scoring hits with RP's and cannon, and a bridge near Vado Ligure getting possible RP strikes.

3 Beaus 417 Sqdn on patrols. First vecored onto bogey but no contacts and plot faded. Second chased boegy on W. side of Corsica. Turned friendly Made later contact at 4 - 6 miles bandit heading N. 75 miles N. of Calvi. Contact lost and plot faded.

2 Spit IX's, 327 Sq Detachement, escort MTB's and PT from Spezia. No incidents.

ASR: 2 Spit IX's search for dinghy with 1-3 men between Gorgona and Spezia. No sightings.

ADDITIONAL TO 24 JULY:

3 Wellingtons on antishipping bombed alternate target in Imperia causing fires in buildings.

3 Beaus on Patrol between Corsica and mainland. No incidents.

1 Beau vectored onto bandit 2455 hrs. 40 miles NNW Calvi doing orbits at 400 ft. Beau closed to 4 miles and made contact at 0110 while bandit was still orbitting. Closed to 1 mile, held contact for three minutes but violent evasive action by bandit caused loss of contact and fading of plot at 0125. No visuals obtained.

1 PBY on ASR searched area 3918N, 0545E sighted debris but no life.

4 Spits covered Finnegan S. of Ajaccio.

10 P-39's patrol convoy without incident.

4 P-47's in two scrambles for bandits which later turned friendly. Interceptions successful.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

C O N F I D E N T I A L

HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-MS/jdb.

APO 650
25 July 1944.

SUBJECT: Flash Report 25 July.

TO : All Sectors, All Units, 63 Fighter Wing.

SORTIES. 15 Total Reported, including 6 Beaus, 6 Spits, 2 PBY's and 1 Walrus.

SIGHTINGS: Nil.

ACTION:

3 Beaus 272 Sqdn attacked 5 barges off Levanto, factory at Vado Ligure scoring hits with RP's and cannon, and a bridge near Vado Ligure getting possible RP strikes.

3 Beaus 417 Sqdn on patrols. First vecored onto bogey but no contacts and plot faded. Second chased boegy on W. side of Corsica. Turned friendly Made later contact at 4 - 6 miles bandit heading N. 75 miles N. of Calvi. Contact lost and plot faded.

2 Spit IX's, 327 Sq Detachement, escort MTB's and PT from Spezia. No incidents.

ASR: 2 Spit IX's search for dinghy with 1-3 men between Gorgona and Spezia. No sightings.

ADDITIONAL TO 24 JULY:

3 Wellingtons on antishipping bombed alternate target in Imperia causing fires in buildings.

3 Beaus on Patrol between Corsica and mainland. No incidents.

1 Beau vectored onto bandit 2455 hrs. 40 miles NNW Calvi doing orbits at 400 ft. Beau closed to 4 miles and made contact at 0110 while bandit was still orbitting. Closed to 1 mile, held contact for three minutes but violent evasive action by bandit caused loss of contact and fading of plot at 0125. No visuals obtained.

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4 P-47's in two scrambles for bandits which later turned friendly. Interceptions successful.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

300/22

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HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-WWW/skr

APO 650
27 July 1944

SUBJECT: Flash Report, 27 July 1944.

TO : All Tactical Units, All Sectors, 63rd Fighter Wing.

SORTIES: Sorties thus far total 21. This includes 2 Mosquitoes, 7 Beaus, 12 Spits.

NIGHT SIGHTINGS: Nil.

ACTION: 1 Mosquito 256 Sq., vectored by Straightlace reported contact on bandit at 2341 hrs. No further transmission by our aircraft which failed to return. Last plot about 30 miles west of Calvi 2352 hours.

1 Mosquito 256 Sq., vectored by Straightlace reported contact at 0040 hours 20 miles west of Calvi. Mosquito failed to return. Last plot 4310N - 0930E heading east at 1000 feet.

4 Spit V's 328 Sq. search for two Mosquitoes lost off Calvi 26/27. Wreckage sighted but no life.

2 Beau, 417 Sq. on same search as Spits above. Saw debris.

5 Beaufighters, 417 Sq., patrolled off East Corsica.

ADDITIONAL TO 26 JULY:

2 Walrus on anti mine search. Nothing sighted.

2 PBY search area 15 miles north of Calvi for a Spit missing from patrol. No sightings.

2 Spit IX's, 328 Sq. scrambled at 1605 for hostile 85 miles NE Ajaccio. Interception unsuccessful. 1 Warwick and 2 Wellingtons searched for same as PBYs above.

2 Marauders recce Barcelona - Albenga. One sighted Me 109 approximately 50 miles west of Calvi on course 020° alt. 2,000'. No combat.

MACAF ASIG NO. 16 FOR 26 JULY : SE Italy two RP Hurricanes and two Spits evening of 25 destroyed two and damaged one 60 foot schooner and damaged one 120 foot yacht between Porto Corfini and Maestro Point. One Wellington bombed Porto Garibaldi results unobserved. One Wellington bombed Lussin Piccolo starting fires in target area. Northwest Africa. ASR for B-17 passengers continued. To date sighted four Mae Wests area 3657N - 1040E and recovered four live persons and four dead bodies. Malta and Sicily. Hostile plotted at 0747 hours, 160 miles SE. Malta angels 30. Two Spits 1435 Squadron. Det. Scrambled and excellent control vectored them 2,000 feet above hostile. After five attacks, enemy aircraft disintegrated. Claim one JU 88 destroyed. Western Italy. Nothing to report. Total sorties 111 plus 76 for July 25.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

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C O N F I D E N T I A L

HEADQUARTERS
SIXTY THIRD FI[illegible]TER WING

ABI-WWW/hso

28 July 1944.

SUBJECT: Flash Report 28 July 1944.

TO: All Tactical Units, All Sectors, 63rd Fighter Wing.

SORTIES: Sorties thus far total 38; This includes 23 Beaus, 4 Spits, 2 Mosquitos, 6 Wellingtons and 3 Warwicks.

SIGHTINGS: 2203B -- At 4346N 0741E--One 4000 ton M/V and four E/V stationary.

ACTION: 2 Beaus, 417 Sq, operated S. France area.
1 Beau of 417 Sq patrolled Bastia area.
1 Beau, 417 Sq, made contact with bogey at 0100 30 miles NW Calvi. Chase continued to French coast without visual.
1 Mosquito, 256 Sq, patrolled Bastia area.
1 Mosquito, 256 Sq, scrambled Borgo 0210. Made contact on bogey 0225.
7 Beaus of 272 Sq on Rover patrol San Remo to Ventimiglia. 4,000 ton M/V at 4346N 0741E. R[illegible]O.
6 Wellingtons attacked Menton Road rail bridge. Many bursts in target area, and fires started.
2 Beaus, 153 Sq, and 5 Beaus of 414 Sq, operated in Toulouse area. 1 Beau of 414 Sq is missing.
1 Beau of 153 Sq scrambled for hostile. Had fleeting contact only.
1 Warwick, 284 Sq, on strike escort.
2 Warwicks, 284 Sq, and 4 Beaus of 414 Sq searched from base to Nouvelle for missing Beau. Nothing sighted.

A.S.R: 27 July: Spit pilot rescued by launch off Ajaccio at 0515B.
28 July: Spit pilot of 324 Wing picked up by HSL at 4313N 0908E.

ADDITIONAL TO 27 JULY:
4 P-47's, 347 Sq, patrolled Alghero area.
10 French Spits carried out uneventful patrols in the Ajaccio sector.
2 Spits, 328 Sq, searched for survivors of ditched Marauder west of Ajaccio.
2 PBY's of 1st ER Sq searched same area sighting wreckage.
2 Marauders, 14 Sq, recced Nouvelle-Savona area.
1 Marauder, 14 Sq, covered area San Remo--Espiguette.
8 Beaus, 272 Sq on strike San Remo-Nice. Nothing sighted.
3 Warwicks, 284 Sq, and 10 Wellingtons, 458 Sq, searched for missing Mosquitos off Cap Corse sighting wreckage.

MACAF ASIG FOR 27 JULY:

Southeast Italy: 4 Hurricanes, 6 Sq, 2 Spits, 73 Sq, blew up 80 ft. schooner 4244N 1752E. 4 Hurricanes, 6 Sq, 2 Spits, 73 Sq, escort scored 10 harbour installations, 1 Wellington, 221 Sq, Bombed Porto Socsini, unable to observe results. 1 Spit, 73 Sq, crashed, pilot safe. Malta and Sicily: Nil report. Northwest Africa: Nothing significant to report. Total number of sorties 145.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

C O N F I D E N T I A L

C O N F I D E N T I A L

HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-MS/skr

APO 650
29 July 1944

SUBJECT: Flash Report, 29 July 1944.

TO: All Tactical Units.

SORTIES: 40 thus far including 18 Beaus, 2 Mosquitos, 7 Wellingtons, 8 Spits, 1 B-26, 2 Walrus, and 2 Warwicks.

SIGHTINGS: 0020B - 3 DD's position 4415N - 0922E, course 135/15.
2213B - 6 barges 4417N - 0810B.

ACTION: 3 Beaus 415 Sq. patrol area between Corsica and mainland without incident.

5 Wellingtons, 458 Sq. bombed Ventimiglia M/Y as alternate target. Many bursts seen. Sighted enemy night fighter near Ventimiglia and another near Spezia but no combat.

1 Wellington attacked 3 destroyers at 4415N - 0922E course 135/15. Bomb burst among ships.

1 Beau 417 NFS searched area 20 MILES NORTH of Cap Corse for reported submarine. Nothing sighted.

3 Beaus 417 NFS on intruder missions Lake Leucate - Nouvelle - Cap Creus areas without incident.

1 Mosquito scrambled 2255B for hostile headed south 30 miles north of Borgo. Contact made at 2400 at 4 mile range at 300'. Bandit doing 220 MPH at 200'. Closed to 2 miles and lost contact in ground returns. A further fleeting contact on another hostile was had at 0030B 5 miles west of Montecristo. Bandit was at variable altitudes from deck to 500' doing 220 MPH in a southerly direction when plot faded completely.

1 Mosquito scrambled for Hostile and made contact at 0230B NW of Calvi where the enemy aircraft was orbitting and jinking at altitudes from 100- 800'. From a 2 mile range our aircraft closed to 400' and made a fleeting visual but enemy aircraft broke to the right and both visual and contact were lost at 0250B. Enemy aircraft again picked up at 0300B at 1 mile range. Closed to 600' but bandit again was orbitting and jinking violently and plot faded completely 0315B.

1 Beau scrambled 0125B for bandit north of Capraia. Chased enemy aircraft 25 minutes at 700' with bandit orbitting and jinking. Closed to 1 mile without making contact and plot faded 0200B. Made fleeting contact on another enemy aircraft west of Corsica 0[illegible]0B. Enemy aircraft at minus 300', 2,000 yard range heading NE at 180 MPH. Plot faded 60 miles NW of Cape at 0410B.

1 Walrus 4 S Sq. anti sub sweep ahead of Convoy Assembly. No incidents.

ADDITIONAL TO 28 July :

1 Walrus, anti mine search, Gulf of Valinco, no incidents.

2 Spit V, 326 Sq., on ASR mission 20 miles NW of Cap Corse. Pilot picked up by launch.

4 P-47's, 347 Sq., dusk patrol. At 2100 vectored onto hostile 125 miles North of Alghero. Hostile turned away before interception could be made.

MACAF ASIG NO 18 FOR 28 JULY : Southeast Italy two Wellingtons 221 Squadron bombed Vherso, two Wellingtons 221 Squadron bombed Cesenatico in all cases bombs dropped in target areas causing damage the extent of which was unobserved. One Beau 255 Squadron shot down one JU 87 off Rimini. Malta and Sicily nothing to report. Western Italy and Northern Sicily, at 0150 hours one hostile aircraft flying from northwest approached Naples at angels 23 changed to easterly course, no flares window reported AA harbour barrage two JUS scrambled. No contact.Northwest Africa - nothing to report. Total sorties 149 of which six were flown from Vis. Additional sorties to ASIG No. 17 for 27 July 18.

- A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

C O N F I D E N T I A L

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C O N F I D E N T I A L

HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-GPD/jdb.

APO 650
30 July 1944.

SUBJECT: Flash Report 30 July.

TO : All Tactical Units, All Sectors, 63rd Fighter Wing.

I. Total Sorties Thus far: 51, including 11 Beaus, 2 P-39's, 26 Spits, 2 Catalinas, 4 Marauders, 5 Wellingtons, 1 Warwick.

II. SIGHTINGS:
3 barges at 4317N. 0435E. Course 010°.

III. ACTION:
2 Beaus 145 Sqdn intruded Cape Leucate area. One fired upon by light ack ack from flak ship in vicinity. No further incidents.
1 Beau 417 Sqdn intruded S. France 2015-2340B. Developed oil leak 45 miles from Cape Creus, feathered prop and came home on one engine.
1 Beau 417 Sqdn intruded Cape Leucate - Narbonne and La Nouvelle area. Encountered flak, light and inaccurate, from SW tip of Narbonne, medium heavy at Lake Bages and light inaccurate at La Nouvelle.
1 Beau, area patrol vectored onto hostile 0220B. between Capraia and Elba heading SW. Contact obtained at 6000 range at 0230B. Own Altitude 300'. Hostile turned north. Beau held contact 9 minutes and closed to 3000' range when contact was lost in violent atmospheric interference. Followed hostile by vectors from control until 0310 when hostile was 68 miles WNW of Cape Corse and faded.
2 P-39's dawn patrol of Alghero sector. No incidents.
2 Catalinas on ASR search. No sightings.
2 Marauders on sea search. (See sightings above).
2 Maruaders on Coastal recce. No sightings.
5 Wellingtons on shipping strike bombed alternate target; shipyard at Pietro Ligure. Bomb bursts seen in area. Night fighter red lights and flares seen in Gulf of Genoa.
1 Beau, 153 Sqdn intruded Valance area. No targets found.
1 Beau, 153 Sqdn scrambled for hostile at 0340 hours, course NE, Angels nil, 23 miles West of Alghero. Fleeting contact at 3 miles but the hostile hit the deck and contact was lost.
2 Beaus, 153 Sqdn, on defensive patrols. No incidents.
1 Warwick on Coop mission with B-26's. No incidents.

ADDITIONAL 29 July:
1 Beau 414 Sqdn scrambled 2350B (28/29) for hostile 34 miles N. of Alghero headed North at 3,000'. Backup and Vardor gave contact at 4 miles range, indicating 260 MPH, fighter throttled back but overshot losing contact however not before a visual was obtained identifying e/a as He 111. Beau patrolled until 0045B and then recalled.
2 P-47's, 347 Sqdn scrambled at 0700B. for hostile 40 miles N. of Alghero at 30,000 traveling West. Thunderbolt was able to get 8 miles from hostile when plot faded.

C O N F I D E N T I A L

C O N F I D E N T I A L

P-39's dawn, dusk patrols Alghero uneventful.
2 Spit IX's, 327 S27 Sqdn, scrambled 0722B for hostile 30 miles N. of Cape Corse headed South. At 0724B hostile passed into the Maddalena sector and at 0726B turned West at Angels 20. Spits could not gain on hostile sufficiently before plot faded at 0740B.
2 Spit 8's, 328 Sqdn searched for pilot in sea 5 miles W. of Solenzara. No sightings.
2 Spit IX's, 328 Sqdn, scrambled 1025B for hostile 40 miles NW Ajaccio at minus one angels. Given vectors 330, 270, and 180, interception could not be made before plot faded at 1044B. Fighters patrolled and returned to base 1115B.
2 Spit IX's, 327 Sqdn scrambled 1943B for Bogie 5 miles E. of Monte - cristo at 20,000 going NW. In seven minutes the plot faded but the Spits remained on patrol till 2110B.
1 PBY on ASR Search.
1 Walrus on anti-mine missions.

INTELLIGENCE:
On 24 July, photo coverage of 9 a/d's in S. France showed 75 Ju 88's present as follows;

Salon	14	Orange/Caritat	2
La Jasse	3	Montelimar/Ancone	10
Les Chanoines	16	Nimes/Courbessac	1
Avignon/Pujuat	4	Montpellier/Frejorgues	9
Orange/Plan de Dieu	16		

MACAF ASIG No. 19 for July 29:

Southeast Italy: One Wellington bombed town and jetty of Pirano, results unobserved. One Wellington bombed shipping installations near Capodistria causing fires. One Wellington bombed Porto Cassina, ten explosions seen.
Gaeta and Sicily, Northwest Africa, Western Italy: Nothing to report.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

C O N F I D E N T I A L

T.a.7.

S E C R E T

HEADQUARTERS
SIXTY THIRD FIGHTER WING

A-2-CPS/pm

APO 650

SUBJECT: Daily Recce Report 0800 1 AUGUST to 0800 2 AUGUST 1944.

TO: General Craigie.

1. Number of enemy recce sorties known from all sources to have been completed and number of which notification from Turnip/Peeper was received before or during the sortie.

	No. Active	No. Plotted	No. Informed	Type
A. Day: Southern France.	1	0	3	JU 88
Italy.	4	0	4	JU 88, ME 410
B. Night: Southern France.	—	—	—	
Italy.	2	2	2	
TOTALS:	8	2	8	—

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

S E C R E T

C O N F I D E N T I A L

HEADQUARTERS
SIXTY THIRD FIGHTER WING

APO 650
1 August 1944

SUBJECT: Flash Report 1 August 1944.

TO: All Tactical Units, 63rd Fighter Wing.

SORTIES: Week of 24 - 30 July 1944.

UNIT	RECCES	STRIKES	SWEEPS	SCRAMBLES	PATROLS	ASR	A/S	INTRUDER	TOTAL
350				8	52				60
326				2	16	4			22
327				18	2[illegible]	4			48
328				9	10	12			31
417				3	17	3	1	5	29
458		6	16		6	23	1		52
414				2		4		13	19
272		9	27						36
14	13								13
256				9	1			2	12
153								11	11
108								4	4
284						23			23
1 ERS						6			6
4/S						10			10
415					5				5
	13	15	43	51	133	89	2	35	381

SORTIES: 46 total thus far reported: 26 Beaufighters; 2 Mosquitos; 4 Marauders; 4 Spitfires; 10 Wellingtons.
SIGHTINGS: 2305B - 4 M/V and 3 E/V, 4416N, 0912E, 120/6.
0003B - 1 E/V and 1 Submarine 4340N, 0830E, 220/8.
ACTION: 1 Beaufighter 415 Sqdn scrambled from Alghero 0245 hrs to attempt interception enemy aircraft returning from N. African coast. Beaufighter patrolled area Cap Creus and to 30 miles east. No contact with any E/A. Observation - Rotating Flashing Beacon M.7082 visible for 50 miles. Also small Flashing Beacon G.2035.

1 Beaufighter 417 Sqdn patrolled area Gulf of Beaudus. Uneventful.

1 Beaufighter 417 Sqdn A/B 2125 for possible 'Bogey' 20 miles north Cap Corse. No incidents.

2 Beaufighters 417 Sq. patrolled Corsica area.

8 Beaus 272 Sq., 2 Mosquitos 256 Sq., 6 Beaus 414 Sq., 5 Beaus 153 Sq., and 4 Marauders 14 Sq. operated on anti strike patrols in Gulf of Lions. No sightings.

2 Beaufighters, 414 Sq. on night patrol Corsica - Sardinia. One vectored at 0130B for Hostile approaching from NE at 1000'. Contact made at 0145B off NW Corsica. Enemy aircraft pulled away. Second contact obtained North of Corsica but hostile peeled off and faded at 0215. No combat.

5 Wellingtons, 458 Sq., recced Viareggio to Monaco. One Wellington bombed 4 M/Vs and 3 E/Vs at 4416N, 0912E. Bomb bursts seen in target area. Others bombed alternate target of Imperia harbor. Large explosion seen.

5 Wellingtons of 458 Sq. carried out anti submarine sweep in Gulf of Genoa. ADDITIONAL 31 July:

3 Warwicks, 284 Sq., and 3 Marauders, 14 Sq. on ASR search off NW Corsica.

1 Warwick, 284 Sq. escorted anti strike patrols.

2 Spits 326 Sq., 2 of 327 Sq., and 2 of 328 Sq. patrolled Ajaccio str.

AIR INTELLIGENCE: Photo recce on 31 July showed: Orange/Plan de Dieu - 9 JU 88. La Jasse - 10 JU 88. Istres/Le Tube - 4 JU 88. Salon - 9 JU 88. Avignon/Chateau Blanc - 7 S/E Fighters. Bergamo/Seriate - 8 JU 88, 9 Me 410, 1 S/E Fighter. (Includes combat aircraft only.

MACAF ASIG No. 21 for 31 July: Southeast Italy. 2 Wellington 221 Sq. bombed Argostolie, resulsts unobserved. 1 Wellington bombed Novi, 8 bombs in target area, results unobserved. Malta and Sicily. Nil. Western Italy and Northern Sicily. Nil. Northwest Africa. Two Hostiles recced convoy Tambouri HL and a third reccedOuberdine. No interceptions. Total sorties 141 of which six were flown from Vis.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

C O N F I D E N T I A L

CONFIDENTIAL

HEADQUARTERS
SIXTY THIRD FIGHTER WING

APO 650
1 August 1944

SUBJECT: Flash Report 1 August 1944.

TO: All Tactical Units, 63rd Fighter Wing.

SORTIES: Week of 24 - 30 July 1944.

UNIT	RECCES	STRIKES	SWEEPS	SCRAMBLES	PATROLS	ASR	A/S	INTRUDER	TOTAL
350				8	52				60
326				2	16	4			22
327				16	23	4			43
328				9	10	12			31
417				3	17	3	1	5	29
458		6	16		6	23	1		52
414				2		4		13	19
272		9	27						36
14	13								13
256				9	1			2	12
153								11	11
108								4	4
284						23			23
1 ERS						6			6
4/S						10			10
415					5				5
	13	15	43	51	133	69	2	35	381

SORTIES: 46 total thus far reported: 26 Beaufighters; 2 Mosquitos; 4 Marauders; 4 Spitfires; 10 Wellingtons.
SIGHTINGS: 2305B - 4 M/V and 3 E/V, 4416N, 0912E, 120/8.
0003B - 1 E/V and 1 Submarine 4340N, 0830E, 220/8.
ACTION: 1 Beaufighter 415 Sqdn scrambled from Alghero 0245 hrs to attempt interception enemy aircraft returning from N. African coast. Beaufighter patrolled area Cap Creus and to 30 miles east. No contact with any E/A. Observation - Rotating Flashing Beacon M.7082 visible for 50 miles. Also small Flashing Beacon G.2035.

1 Beaufighter 417 Sqdn patrolled area Gulf of Beauduc. Uneventful.

1 Beaufighter 417 Sqdn A/B 2125 for possible 'Bogey' 20 miles north Cap Corse. No incidents.

2 Beaufighters 417 Sq. patrolled Corsica area.

8 Beaus 272 Sq., 2 Mosquitos 256 Sq., 6 Beaus 414 Sq., 5 Beaus 153 Sq., and 4 Marauders 14 Sq. operated on anti strike patrols in Gulf of Lions. No sightings.

2 Beaufighters, 414 Sq. on night patrol Corsica - Sardinia. One vectored at 0130B for Hostile approaching from NE at 1000'. Contact made at 0145B off NW Corsica. Enemy aircraft pulled away. Second contact obtained North of Corsica but hostile peeled off and faded at 0215. No combat.

5 Wellingtons, 458 Sq., recced Viareggio to Monaco. One Wellington bombed 4 M/Vs and 3 E/Vs at 4416N, 0912E. Bomb bursts seen in target area. Others bombed alternate target of Imperia Harbor. Large explosion seen.

5 Wellingtons of 458 Sq. carried out anti submarine sweep in Gulf of Genoa. ADDITIONAL 31 July:

3 Warwicks, 284 Sq., and 3 Marauders, 14 Sq. on ASR search off NW Corsica.

1 Warwick, 284 Sq. escorted anti strike patrols.

2 Spits 326 Sq., 2 of 327 Sq., and 2 of 328 Sq. patrolled Ajaccio str.
AIR INTELLIGENCE: Photo recce on 31 July showed: Orange/Plan de Dieu - 9 JU 88. La Jasse - 10 JU 88. Istres/Le Tube - 4 JU 88. Salon - 9 JU 88. Avignon/Chateau Blanc - 7 S/E Fighters. Bergamo/Seriate - 8 JU 88, 9 Me 410, 1 S/E Fighter. (Includes combat aircraft only.
MACAF ASIG No. 21 for 31 July: Southeast Italy. 2 Wellington 221 Sq. bombed Argostolic, resulsts unobserved. 1 Wellington bombed Novi, 8 bombs in target area, results unobserved. Malta and Sicily. Nil. Western Italy and Northern Sicily. Nil. Northwest Africa. Two Hostiles recced convoy Tambouri ML and a third reccedOuberdine. No interceptions. Total sorties 141 of which six were flown from Vis.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

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HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-PDR/hso

2 August 1944.

SUBJECT: Flash Report 2nd August 1944.

TO: All Tactical Units, All Sectors, 63rd Fighter Wing.

1. SORTIES: 32 total thus far reported: 4 Wellingtons; 5 Venturas; 17 Beaus; 2 Mosquitos; 2 Warwicks; 2 Marauders.

2. SIGHTINGS: 1/8 - 1745 - Marseilles, 4 "F" boats, 1 E/V 270/5.
1/8 - 2359 - 4406N 0815E, 10 barges 030/6.
2/8 - 1241 - QDYQ 1858, 1 V/S 2 "E" boats.
1400 - Marseilles, 5 M/V's 10000 tons, 2 "E" or "R" boats.
1530 - Nice, 1 V/S, 1 V/M 360/7.

3. ACTION:
2 Marauders 14 Sq, recced Savona-Cap Creus, one sighting made.
7 Beaus, 272 Sq, patrolled between Spezia and Genoa. No sightings were made. 1 Warwick, 284,Sq, acted as ASR escort.
3 Beaus, 414 Sq, and 2 Mosquitos, 256 Sq, operated over Bergamo and 1 Beau, 153 Sq, over Istres without incident.
4 Wellingtons, 458 Sq, and 5 Venturas 17 S.A.F. Sq, recced Viareggio--Monaco. One Wellington bombed ten barges at 4406N 0815E and the remainder attacked Vada Ligure. No claims made.
1 Warwick, 284 Sq, carried out uneventful raid escort north Corsica.
1 Beau, 153 Sqdn, patrolled northwest Cap Falcona. Beau vectored onto hostile plotted 2318 hours position 4215N 0758E course north, no angels given. Contact made on enemy aircraft at 2325 hours. but subsequently lost when enemy aircraft went to sea level. Plot faded 0020 hours.
1 Beau, 417 Sq, was vectored at 0045 hours to 25 miles SE Borgo for practice interception on reported friendly a/c travelling north at 250 feet, 200 mph with instructions to break away as soon as a visual was obtained. Contack was made at 0050 hours range 2½ miles. Beau closed to 2000 ft. and obtained visual. Pilot then decided to identify type of a/c closing to 1000 ft. to starboard of target. Target a/c broke sharply to starboard and hard back again to port passing across Beau at a range of 900 ft. and at the same time firing a short burst which was ineffective. Contact and visual were then both lost. Beau was put back on chase by control who then announced target a/c as bogey. While on vector of 010° pilot identified a/c as bandit which turned across the moon path and came in behind the Beau to within a range of 1500 ft. at height 500 ft. Beau took violent evasive action shaking off bandit which then headed north. Plot faded 0135 hours.
1 Beau, 417 Sq, on area patrol was vectored at 0330 hours onto bandit reported to be 25 miles ahead travelling north. Bandit was chased for 10 minutes when plot then faded.
1 Beau, 417 Sq, operated southern France. Beau sighted JU 88 approaching Les-Chanoines A/D at 2000 ft. which dropped one red and one green flare. Beau closed to 1000 ft. and opened fire with 90° deflection burst continuing until range reduced to 500 ft. 8 to 10 strikes observed on wing and fuselage. No return fire and no AA experienced

4. ADDITIONAL 1 August: 4 P-39's Dusk patrol from Alghero were vectored at 2030 after bogey 30 miles notheast of base. Interception made at 2100 bogey being identified as a B-25, number 67.

MACAF ASIG for 1 August: NW Africa; At 0115 to 0145 approximately 30 enemy a/c attacked convoy Tambourine off Cape Sigli doing no damage. Mosquitos made about 10 contacts but no interceptions. Red flares dropped north of convoy but no flarepath reported. Additional to ASIG 30 July; 4 RP Hurricanes with 2 Spit escort damaged 3 small vessels 10 miles south of River Po. Additional to ASIG 31 July: 4 RP Hurricanes with 2 Spit escort damaged 2 X 50 ft. schooners at Cistanova, east of Pola.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

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HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-PBD/pm

3 August 1944.

SUBJECT: Flash report 3rd August 1944.

TO: All Tactical Units, All Sectors, 63rd Fighter Wing.

1. SORTIES: 75 Total thus far reported: 4 Wellingtons; 2 PBY; 4 P-39's 21 Beaufighters; 36 French Spitfires; 5 Venturas; 3 Marauders.

2. SIGHTINGS: 1840 Imperia, 1 M/V 150', 9 E Boats
0730 Laigueglia, 4 600 ton M/V
0730 Cap Mali, 1 DD
0845 Spezia, 2 Cruisers, 1 6000 ton M/V, 1 Barge. several fishing boats
1530 Toulon, 8 medium M.V's, 2 small ships.
0903 4149N-0342E, 1 sailing vessel 180/3
2/8 1241 4316N-0458E, 1 V/S, 2 300 tons, 2 'E' boats 270/3

3. ACTION:

1 Beaufighter 417 Sqdn., operated southern France patrolling area of approx 25 miles square in vicinity Gulf Beauduc . no activity to report.

1 Beaufighter 417 Sqdn., operated Bergamo airdrome where accurate, medium and light flak encountered. No other incident.

3 Beaufighters 417 Sqdn., flew uneventful island patrols 2110-0015 hours, 0130-0245 hours and 0245-0540 hours.

1 Beaufighter 417 Sqdn., A/B 2330 for area patrol was vectored at 0030 onto bandit reported leading North at 300 ft. speed 240 M.P.H. between Capraia and Elba. Plot faded at 0045 hours but reappeared at 0050 hours when bandit located off the tip of Cape Corse leading N/E. Beaufighter obtained contact at 0110 hours at a range of 5 miles bandit being dead ahead 5 degrees above at 150 ft. Beaufighter increased speed and reduced range to 3000 ft where a visual was obtained. Further closing to 1000 ft bandit was identified as a JU 188. Pilot opened fire with a one second burst. Strikes were seen on the fuselage of the c/a which started to burn. At this point heavy but ineffectual return fire was experienced. From a distance of 800 ft. the Beau delivered another furst of 2 seconds duration again obtaining strikes. From 600 ft. a third and final burst of 3 seconds caused the c/a to disintegrate. Pieces of the c/a were later seen burning on the sea 27 miles NE Cap Corse.

2 Marauders 14 Sqdn recced La Nouvelle-Savona. Dice sightings made.

2 Beaufighters 153 Sqdn and 3 Beaufighters 414 Sqdn operated Bergamo area. No incidents.

1 Beaufighter 153 Sqdn operated over Istres. Uneventful.

4 R.P. Beaufighters 272 Sqdn and 4 Wellingtons 458 Sqdn attacked large convoy off Porto Fino. Numerous R.P. strikes scored and probable bombs burst seen amongst vessels.

1 R.P. Beaufighter 272 Sqdn attacked shipyard Riva Trogosa. Strikes observed. A second Beaufighter failed to locate target.

4 Venturas 17 S.A.F. Sqdn and 2 Wellingtons 458 Sqdn attacked ammunition dump at Porto Fino. Explosions witnessed from a distance of 8 miles.

1 Ventura 17 S.A.F. Sqdn bombed Imperia Harbor. No claims made.

1 Marauder 14 Sqdn recced San Sebastian-Porto Querolles. Sailing vesses sighted at 4149N 0342E 180/3. Vessel opened fire. Aircraft returned fire claiming hits.

1 Mosquito 256 Sqdn scrambled at 0035 for Hostile reported 73 miles NE Alghero at 2000 ft. course SE speed 300 mph. Successful interception made at 0140 hours on JU 88 which was destroyed. Postion 4120N 0735E.

2 Beaufighters 415 Sqdn operated over Southern France. No incidents.

4. ADDITIONAL 2/8: 8 French Spitfires flew uneventful patrols Ajaccio area.

2 French Spitfires scrambled for bogey 50 miles NE Ajaccio.

1090

[illegible]ict turned friendly. Sp[illegible]fires were ordered to remain on [illegible]artol. On a/c failed to return. No mayday heard.

2 French Spitfires a/b 0543 to search for reported light 10 miles NE Cap Corse. No sighting made.

2 French Spitfires scrambled fr[illegible] Calvi 0955 for bogey which later indentified as an A-24.

2 French Spitfires dusk patrol Calvi area were vectored at 2029 onto bogey reporte[illegible] near Gorgona going east. Spitfires were later recalled as bogey too far away to intercept.

<u>FLAK:</u> Les Chanoines, light, accurate.

<u>OBSERVATION:</u> Three S/L operating Les Chanoines A/D.

<u>MACAF REPORTS 2 August:</u>

Southeast Italy: 4 R.P. Hurricanes, [illegible] Spitfires escort Arsa Channel, 1 schooner left sinking, 1 smoking, 2 schooners left listing.

Malta and Sicily: Nil.

Northwest Africa: Nil.

West and Northern Italy: 4 men reported in water 10 miles SW Spezia at 1337 5 miles off shore. 4 P-39's orbited, Warwick dropped lindholm dinghy, Walrus attempted rescue but shore battery fire and ack ack too intense. Desert Air Force promise bombing and straffing shore batteries last night.

Southeast Italy: Additional to Asig July 31: Beaufighter scrambled for hostile in Ancona area. 4 contacts, white foam and wreckage seen on sea, enemy aircraft believed fored into sea. Total number of sorties 126 (excluding Northwest Africa, total sorties notreceived). 32 additional sorties Asig August 1st.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

<u>C O N F I D E N T I A L</u>

_ F I D E N T I A_

HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-GFD/jdb.

APO 650
4 August 1944.

SUBJECT: Flash Report 4 August 1944.

TO : All Tactical Units, All Sectors, 63 Fighter Wing.

I. SORTIES: 24 Total thus far reported, including 10 Spitfires, 8 Beaus, and 6 Venturas.

II. SIGHTINGS:
0034 - 4419N, 0907E 1 M/V 3,000 tons, 1 M/V 2,000 tons, 1 E/V 300/10.
0115 - 4403N, 0944E 1 M/V, 5 power barges 135/10.
0140 - Cape Lardier 8 E boats course NE.
0035 - Cape Couronne 1 Medium Fishing Vessel.
0800 - Albango River mouth 1 M/V.

III. ACTION:
1 Beau, 415 Sqdn operated Bergamo-Seriate a/c. Small military vehicle strafed and destroyed near Bariano.
1 Beau, 415 Sqdn operated S. France. Uneventful.
1 Beau, 317 Sqdn patrolled area Gulf of Beauduc. No incidents.
3 Beaus, 417 Sdqn were engaged one area ptrols. One a/c was fiven several vectors onto bogeys all of which turned friendly.
1 Beau 417 Sqdn patrolled NW Italian coast without incident.
1 Beau 272 Sqdn scored probable RP hits on M/V at 4406N, 0943E.
1 Beau 272 Sqdn fired RP at barge in Savona. No hits seen.
1 Wellington 458 Sqdn bombed and probably damaged a 2000 ton m/v, position 4408N, 0938E.
2 Wellingtons 458 Sqdn and 2 Venturas of 17 SAAF Sqdn bombed alternate target, ammunition dump at Portofino causing large explosions and fires.
2 Wellintons 458 Sqdn and 4 Venturas of 17 SAAF Sqdn bombed Imperia harbor starting fires.
OBSERVATIONS: Bariano K5990, flashing beacon.
Rapallo P1842, rotating beacon.

ADDITIONAL 3/8:
2 French Spits ASR search 30 miles S. Savona. Uneventful.
2 French Spits Shipping recco Sestre Levante. No sighting made.
2 French Spits scrambled 0948 for bogey which later became friendly.
4 French Spits covered Catalina on ASR mission.
2 Catalinas flew unsuccessful ASR search.
2 French Spits dawn precautionary patrol and 4 were engaged on dusk patrols Ajaccio area.
MACAF ASIG No. 25 for August Third: Malta and Sicily: One hostile dropped 4 flash bombs over Augusta at 022345 hours and two flash bombs over Syracuse No interceptions. Western Italy and N. Sicily: Continuation of ASR in position 4353N, 0042E by two P-39's, 7_6 Sqdn and 1 Walrus and 1 Warwick of 293 Sqdn. No rescue effected due to enemy action. E-boat sighted at 1650 hours, 9 miles E. of Spezia was believed to have picked up survivors. NW Africa: Hostile activity at 022250 hrs, 105 miles N. of Algeirs. Possibly two hostiles at 0745 hrs over Bone. No Interception.

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HEADQUARTERS
SIXTY THIRD FIGHTER WING

APO 650
5 August 1944.

SUBJECT: Flash Report 5 August 1944.

TO : All Tactical Units, All Sectors, 63rd Fighter Wing.

SORTIES: 60 total thus far reported. 28 Beaufighters, 4 Wellingtons, 2 P-47's, 4 P-39's, 16 French Spitfires, 4 Venturas, 2 Mosquitos.

SIGHTINGS: 4/8 2350 4422N - 0827E 5 barges 240/6.
5/8 0315 4415N - 0921E 1 M/V 5000 tons, 1 M/V 1000 tons, 1 M/V 100 t.
0330 Cap Mele 1 large M/V 1 small M/V, plus "F" boats.
0450 4221N - 0907E 1 C S, 1 E/V 280/8.
0500 4412N - 0825E 2 M/Vs, 3 barges 090/10
0800 4358N - 0807E 1 passenger or cargo ship. Stationary.
0630 Savona 2 large vessels.

ACTION: 1 Beaufighter 417 Sqdn on area patrol was vectored at 2340 hrs. onto bandit reported 50 miles N. Cap Corse, height 1000 ft. minus speed 230 mph. A fleeting visual was obtained and Beaufighter pursued bandit in a NE direction. between 200 - 300 ft. without obtaining A-I contact. At 0015 bandit fired two white flares to starboard followed by tracer fire. Chase was carried without contact until 0035 when Beaufighter was vectored onto second bogey which he identified as a Wellington.

1 Beaufighter 417 Sqdn area patrol chased bogey at 0352 SE Poretta. Contact obtained at 0355 range 4½ miles, and visual at 7000 ft. (Bogey had navigation lights on) Bogey identified from 900 ft. as an A-20 height 1000 ft.

2 Beaufighters 417 Sqdn set course to operate over Northern Italy mission abandoned due to weather. One a/c sighted large fires at both Spezia and Genoa.

1 Beaufighter 417 Sqdn flew uneventful area patrol from 2355 hrs. to 0120 hours.

4 French Spitfires dawn recco mission to 4357N - 0810E for reported M/V and "E" boat in creek between Diana Marina and Corvo. A steamer in a large patch of oil was sighted.

4 French Spitfires a/b 1215 hrs to escort Beaufighters on anti-shipping strike to creek between Diana Marina and Corvo. Contact with Beaufighters was not made. Pilots report that ship had been destroyed by fire.

4 Beaufighters 272 Sqdn anti-shipping strike Corvo area, only sighting wreck off Corvo creek.

4 Wellingtons 458 Sq. recced Monaco-Viareggio. Two bombed ammo dump at Porto Fino. Many fires started. One bombed Pietro Ligure shipyard. Bursts in water 30 yards from target.

3 Beaufighters 272 Sq. on shipping strike without any sightings.

4 Venturas carried out armed recce Porto Fino area. Two attacked Porto Fino ammo dump starting six fires. One attacked 5 barges 2342B in position 4419N 0833E, course 240/6. Bursts seen among ships. One Ventura attacked 1 V/S, 1 E/V at 0355B, position 4418N 0912E. Bomber straddled ships' path.

4 Beaus, 272 Sq. attacked 1 V/M, 4 V/S, and 1 E/V off Cape Mele course 060/10 at 0250B. R.P. hits seen on V/M and one E/V.

1 Beau, 272 Sq., on Rover Patrol from Genoa to Monaco sighted nothing.

3 Beaus, 414 Sq., 2 Mosquitos, 256 Sq., and 1 Beau, 153 Sq., covered Bergamo airdrome. Strafed M/T leaving one blazing.

1 Beau of 153 Sq. operated Istres area. Claim 1 M/T flamer.

2 P-47's and 4 P-39's, 347 Sq., protected convoy Finnegan proceding north along West Sardian coast.

1 Beau, 415 Sq., operated Pt du Sable to La Gran on the French coast.

1 Beau, 415 Sq., covered the Po Valley area.

ADDITIONAL 4/8: 3 Beaufighters 153 Sqdn. and 2 Mosquitos 256 Sqdn. operated over Bergamo. One Mosquito strafed white occulting light on building at Orzinuovi causing plume of smoke up to 200 ft. to issue from building, but light remained.

3 Marauders recced Cape Camarat to Viareggio.

2 PBYs ASR search. No sighting.

10 French Spitfires precautionary patrol Ajaccio area.

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2 French Spitfires patrolling between Gorgona-Capraia were vectored onto bogey South of Grossetto going South at angels 25. Plot faded and patrol was resumed.

4 French Spitfires carried out uneventful ASR search in Gorgona area.

2 French Spitfires scrambled from Borgo 1008 for bogey plotted 12 miles NNE base angels 10. Plot faded at 1010 hours.

2 French Spitfires a/b on search for ship reported hit by R.P. Beau s night 3-4/8. Nothing sighted.

2 P-47's high altitude patrols Asinara Island.

4 P-39's dusk patrol Alghero.

AIR: MATAF Headquarters has received from Commander of 8th Fleet the following message: In this theatre, the Curtis SO3C single engine float biplane is operational. See type as shown in MAAF Intelligence Weekly, Number 69. The single engine, single float monoplane, SOC Curtis Seagull as shown in Friend or Foe Recognition Book now on distribution by AFHQ is not operational in this theatre.

MACAF ASSIG 4 August:

Southeast Italy: Additional to Asig for August 3rd: 4 RP Hurricanes, 2 Spits escort at 4402N 1430E attacked 2 sixty foot barges. One sunk and 1 damaged. At 4452N 1403E 1 "I" boat destroyed. At 4440N 1455E 2 schooners damaged. Catalina rescued 10 survivors.

Northwest Africa, Malta and Sicily, Western Italy: Nothing to report.

Total sorties 142 plus 24 for August 3rd.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

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Tel 7

Capt Audo

JH

S E C R E T

HEADQUARTERS
SIXTY THIRD FIGHTER WING

ADI- / [illegible]

APO 650

SUBJECT: Daily Recce Report 0800 [illegible] Aug. to 0800 [illegible] Aug.

TO: General Craigie.

1. Number of enemy recce sorties known from all sources to have been completed and number of which notification from Turnip/Peeper was received before or during the sortie.

	No. Active	No. Plotted	No. Informed	Type
A. Day:				
Southern France.	2	0	2	
Italy.	2	0	2	
B. Night:				
Southern France.	3 *	0	3	
Italy.	3 **	1	3	
TOTALS:	13	1	13	

* Area unknown.
** 1 area unknown
1 Adriatic

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

S E C R E T

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HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-DB/skr

APO 650
6 August 1944

SUBJECT: Flash Report, 6 August 1944.

TO: All Tactical Units, All Sectors, 63rd Fighter Wing.

SORTIES: 61 total thus far reported: 21 Beaufighters, 4 Walrus, 2 PBY, 6 Venturas, 5 Wellingtons, 1 Warwick, 22 French Spitfires.

SIGHTINGS: 5/8 2314 T.F.M.U. 2439 1 E/V 1 Barge, 1 S/C 250/7.
6/8 0400 Q.D.M.U. 5506 5 Barges 1 E/V 360/8.
0700 Imperia 1 M/V
0710 4420 N - 0908 E 2 'E' boats (stationary).
0710 Genoa 2 M/V 4 - 6,000 tons.
0805 Toulon 2 large M/Vs.
0815 - 0845 Toulon, 4 small freighters.
0815 Marseilles, 5 small M/Vs.
0830 Marseilles 1 x 300' freighter (steaming out of harbor).
1015 Marseilles 1 x 3 - 400' single funnel passenger boat.
1025 Lake Berre 1 x 500' three funnel passenger boat and 3 large sea planes.
1305 Spezia 12 plus barges and other vessels with steam up. Much activity.
1535 Imperia Harbor 4 freighters 5 - 7,000 tons. 3 at docks, 1 outside.
1545 Savona Harbor 3 Vessels 100'
1545 South Vada Ligure 25 fishing boats.

ACTION: 1 Beaufighter 415 Sq. operated southern France (Valence - Tresone without incident.

1 Beaufigher 415 Sq made unsuccessful search for reported burning aircraft.

3 Beaufighers 415 Sq. uneventful area patrols.

2 Beaufighers 417 Sq. intruded southern France. One a/c returned early due to weather, and was vectored onto bogeyreported NW Calvi at 2240 hrs. Recalled from chase because of bad radio.

2 PBYs effected successful rescue of 3 members of JU 88 at 4214N 0747E.

3 Walrus 4/S Sq., 1 Ventura 17 SAAF Sq., 1 Wellington 458 Sq. escorted convoy Finnegan from 0844 hours until 2120 hours without incident.

2 Marauders 14 Sq recced Marseilles - Viareggio. No sightings.

3 Beaufighers 153 Sq., 2 Mosquitos 256 Sq. and 1 Beaufigher 414 Sq. intruded over Bergamo. No incidents. Bad weather restricted activity.

5 Venturas 17 SAAF Sq., 5 Wellingtons 458 Sq. anti - shipping patrol Monaco - Viareggio. Two Venturas and three Wellingtons returned early due to bad weather. One Ventura bombed Vado - Liguri bombs fell short, but incendiaries started fires in target area. One Ventura failed to return. One Ventura attacked 1 'F' boat, 2 barges and one small craft at 2314 hours position 4420 N - 0833 E. Probably hits scored. One Wellington attacked 1 E/V, 2 barges and one small craft at 23[illegible] hours alongside quay at 4424N 0833E, stationary. Bursts seen in target area. One Wellington attacked

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(Flash Report)
6 Aug. '44, cont'd.

4 barges and 1 E/V at 0354 hours position 4355 N - 0805E. After this attack Wellington was only able to relocate one E/V and one barge.
2 Beaufighers 272 Sq. anti-shipping strike against barges at 4420N - 0833E. A/C returned early due to bad weather.
2 Beaufighers 417 Sq. patrolled over Rosignano A/D. No incidents.
1 Warwick 284 Sq. ASR escort Gulf Lyons. No incidents.
2 Beaufighters 272 Sq. ASR search for missing Ventura, only sighting 2 small craft off Camogli.
3 Beaufighers 414 Sq. patrolled West Sardinia and Corsica. One vectored onto bandit at 2330 hours 60 miles S/W Ajaccio angels 5 course North. Beaufigher closed to within 25 miles, plot then faded. One Beaufigher was vectored onto hostile going East at angels 1, 35 miles West Asinara. Contact was made at six miles. Visual was obtained at 4,000 ft range in moonpath. Beaufighter closed to 300 ft, identifying hostile as a JU 88 and opened fire with a 3 second burst with no apparent result. A second 3 second burst was delivered from dead astern and the starboard engine of E/A exploded, enemy aircraft then crashed into the sea. Action took place at 0015 hours position 4206N - 0745E.

ADDITIONAL: 5/8 1 Walrus anti-mine search Iles Sanguinares.
6 French Spitfires dawn patrol and 4 dusk patrol Ajaccio area. Nil.
2 French Spitfires scrambled at 1629 for bogey reported 30 miles East Montecristo angels 25. Plot turned friendly at 1632.
2 French Spitfires on dusk patrol were vectored onto 2 hostiles 45 miles West of Leghorn going East at angels 23. Hostiles disappeared over Italian coast before contact could be made.
4 French Spitfires ASR search Solenzara. No sightings.
2 French Spitfires scrambled at 1448 hours for bogey 20 miles West Piombino angels 15. Plot faded at 1452 hours.

MACAF ASIG No. 27 for August 5 : Southeast Italy sixteen Wellingtons four Cantz three Marauders on operation Fence submarine sighted at 0845 position 4010 N - 1919 E. Hunt continues. One Beaufigher shot down JU 88 eight miles northeast Rimini two RP Hurricanes damaged one Siebel Ferry. Four RP Hurricanes sunk one schooner and one barge. One Hurricane missing. Malta and Sicily Western and Northern Italy Northwest Africa. Nil Reports. Total sorties 160.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

C O N F I D E N T I A L

HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-AKM/hso

7 August 1944.

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 2000 hours 6 August)

NARRATIVE

Beaufighters, Venturas and Wellingtons of 328 Wing successfully attacked shipping off the Italian coast, bombed installations at Vado Ligure, Alassio and Imperia and scored hits on M/T in southern France. Beaufighters intruded over southern France. A total of 44 sorties were reported for the 24 hour period.

328 WING RAF:

14 Sq. - 2 Marauders, Levante Isle to Viareggio. No sightings.
1 Marauder, Nice to Genoa. Sightings; At 0640 2 barges stationary close inshore at 4406N 0816E. One barge, close inshore one mile northeast Savona. Smoke rising from Vado Ligure, Savona and Genoa.

256 Sq. - 1 Mosquito scrambled at 2215 for hostile which turned friendly.
1 Mosquito intruded Istres. No incidents.

153 Sq. - 3 Beaufighters intruded Valence. One strafed 2 M/T 4441N 0431E, strikes on both.
1 Beaufighter intruded Istres. No incidents.

17 SAAF - 4 Venturas bombed Vado Ligure with many hits in target area. Number of fires started.
1 Ventura bombed Imperia. Fires left burning.

458 Sq. - 2 Wellingtons bombed Vado Ligure. Many hits in target area and fires started.
2 Wellingtons bombed Alassio. Hits obtained on factories.
1 Wellington bombed 3 barges, 2 E/V course 270/15 at 0330 at 4422N 0902E scoring probable hits.

272 Sq. - 1 Beaufighter attacked Vado Ligure with RP. Strikes observed.
1 Beaufighter attacked Imperia with RP. Hits observed.
3 Beaufighters attacked M/V 2000 tons, 1 V/S 1500 tons and four barges between 0140 and 0200 hours entering Imperia. At least one or two direct hits.

C O N F I D E N T I A L

U. S. NIGHT FIGHTERS:

414 Sq. - 3 Beaufighters intruded Valence. One chased by night fighter. One attacked 5 M/T at 4442N 0505E, one left burning.

415 Sq. - 2 Beaufighters intruded southern France. Activity and observations restricted by low cloud.
1 Beaufighter flew uneventful island patrol.
1 Beaufighter patrolled north and south between Corsica and Elba. At 2350 hours when 20 miles east of Borgo was vectored onto bandit which was chased until 0045 hours. Fleeting contact was obtained near Gorgona, but control was unable to help due to low altitude of bandit,
1 Beaufighter on patrol Borgo area, vectored onto two bogeys which later turned friendly.

417 Sq. - 1 Beaufighter intruded southern France. M/T strafed 10 miles south Toulouse. strikes recorded.
1 Beaufighter patrolled southern French coast without incident.

339 WING FAF:

326 Sq. - 6 Spits carried out patrols in the vicinity of Ajaccio.
Additional: 2 Spits patrolled convoy "Finnegan" without incident.
2 Spits escorted Beaufighter searching Spezia, Genoa and Monaco for Ventura lost on night 5/6 August.
2 Spits patrolled west of Ajaccio.

327 Sq. - Additional: 2 Spits patrolled convoy "Finnegan" without incident.
2 Spit on dusk patrol Capraia--Gogona were vectored at 1959 hours onto bogey reported 30 miles north Calvi, course WSW angels 3 minus. Plot faded.
2 Spitfires patrolled west of Ajaccio.

328 Sq. - 2 Spits excorted Beaufighter searching Spezia, Genoa, and Monaco for Ventura lost on the night 5/6 August.

350TH FIGHTER GROUP:

347 Sq. - 4 P-39's dusk patrol Alghero. Two a/c were vectored onto bogey which they intercepted and identified as a B-26.
2 P-29's dawn patrol of Alghero sector without incident.

AIR SEA RESCUE:

1st E. R. Sq. - Nothing to report.

284 Sq. - 1 Warwick escort off Hyeres Island. No incidents.

A/S SQUADRON: Nothing to report.

SIGHTINGS:

	Time	Sighting	Reported by
6/8 -	2320	4442N [illegible], 5 vessels 230/7.	Wellingtons 458 Sq.
7/8 -	2359	4409N [illegible], 2 DD's, 3 barges 240/10.	do
	0226	Diana Marina, 6 V/S, 1 M/V, 225/10.	Beaus, 272 Sq.
	0226	Imperia, 5-7 ships.	do
	0237	Cape Finale, 6-7 ships course SW.	47th Bomb Gp.
	0237	Monaco, 3 ships.	do
	1000	Monaco, 3 ships.	do
	1000	Nice, 1 M/V 300', 3 M/V 150'.	57th Bomb Wing.
	1000	Toulon, 1 M/V 200'.	27th Fitr Gp.
	1000	Imperia, 1 M/V 300'	do
	1000	San Remo, 1 barge 200'.	do
	1015	Marseilles, 4 M/V 350'.	do
	0640	4406N 0816E, 2 barges stationary	14 Sq.
	0640	1 mile NE Savona, 1 barge	do

SORTIES: Week of 30 July to 5 August:

Unit	Recces	Strikes	Sweeps	Scrambles	Patrols	A.S.R.	A/S	Intruder	Total
350th				4	37				41
326th	2	2	2	4	14	4			28
327th			2	8	34	12			56
328th	6	2			10	18			36
272 Sq.		14	22					1	37
417th				1	22	1		16	40
256 Sq.			2	1				6	9
415th				2	4			11	17
153 Sq.			5	3	4			20	32
414th			6		4			17	27
284 Sq.						12			12
1 ERSq.						7			7
4/S Sq.					6				6
458 Sq.			51		1		5		57
14 Sq.	18					3			21
17 Sq.			26						26
Total	26	18	116	23	136	57	5	71	452

Air Victories: 30 July to 5 August.

Date	Sqdn.	Destroyed	Probable	Damaged	Place
1/2 Aug.	417 NFSq			1 JU 88	Over Chanoines
2/3 Aug.	256 Sq.	1 JU 88			4120N 0735E
2/3 Aug.	417 NFSq.	1 JU 188			West of Calvi
Total -		2	0	1	

Targets Hit 30 July to 5 August.

4 M/T destroyed
1 Wharf hit
1 V/M, 1 E/V damaged
1 factory hit.

5 Bomb Dumps Damaged
2 M/V damaged
1 barge damaged

Total sorties for month: 1,386.

CONFIDENTIAL

AIR ORDER OF BATTLE:

Photo coverage of eight (8) airdromes in Southern France on 6 August showed the following combat aircraft present:

AVIGNAN/CHATEAU BLANC -- 2 S/E Fighters.
LYON/BRON -- 6 DO 217; 8 HE 111.
NIMES/GARONS -- 7 JU 88.
TOULOUSE/BLAGNAC -- 2 JU 88, 8 DO 217, 3 HE 177.
VALENCE/LA TRESORERIE -- 22 JU 88, 5 S/E Fighters.
AVIGNON/PUJAUT -- 3 JU 88.
MONTELIMAR/ANCONE -- 6 JU 88.
ORANGE/PLAN de Dieu -- 10 JU 88.

OBSERVATIONS: Flashing Beacon - G 2340.
One S/L NE Toulouse.

FLAK: Toulouse - Slight, Light, Inaccurate.

MACAF ASIG -- 6 August.

SE Italy: Operation Fence continues during which 1 Marauder sighted periscope 3957N 1938E. Dropped 4 depth charges, 2 patches appeared which merged into a brownish scummy oil patch 30 yards in diameter. 2 Hurricanes attacked 80 foot schooner at Rab which was damaged and left sinking at stern. Malta and Sicily: Nothing to report. NW Africa: At 0950B 1 hostile came to approximately 38 miles north of Algiers at 25,000 feet, no interceptions. Western Italy and northern Sicily: At 1002B hours a B-24 of 763 Sq, 460 Bomb Gp. crashed in sea in position 4117N 1212E, six men bailed out and were picked up and brought to shore by Italian fishing boats, four other members of crew went down the plane. Total number of sorties: 153.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

C O N F I D E N T I A L

ABI-WWW/pm

HEADQUARTERS
SIXTY THIRD FIGHTER WING

8 August 1944.

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 2000 hours 8 August)

NARRATIVE

Beaufighters and Mosquitos operated over airdromes in Southern France. Venturas, Beaufighters, and Wellingtons of 328 Wing attacked two convoys in the Gulf of Genoa, and bombed the enemy ports of Vado Liguro, Sestri Levante, and Riva Trigosa. 87 sorties reported for the period.

328 WING RAF:

14 Sq. - 1 Marauder recced from Cap Martin to Viareggio without sightings.
Additional: 1 Marauder covered from Nice to Spezia.

256 Sq. -3 Mosquitos intruded Istres Airdromes. No incidents.

153 Sq.- 1 Beau intruded Toulouse. Left one truck blazing near Carcassone.
1 Beau scrambled 2109B for Hostile 85 miles NW Alghero heading South at 3000'. At 2228B Beau reported hits on hostile and maintained contact. Beau did not answer further calls and is missing.
1 Beau scrambled 0347B for Hostile 35 miles South of Alghero going North at 12,000'. Hostile orbited convoy "Finnegan" and then faded. 1 Beau of 414 Sq. returning from France also vectored but no results.

17 SAAF- 9 Venturas (with 6 Wellingtons, 458 Sq) attacked convoy of 1 M/V of 1500 tons and 4 E/V off Porto Fino, course 310/12, at 0030B. Bombs straddled convoy. Convoy last seen 0354B off Sori.
These aircraft also bombed 9 barges in Sestri Levante bay. Hits or near misses claimed. Same strike force bombed Vado Ligure, Riva Trigosa, and Sestri Levante. Hits seen on all targets, and fires started at Riva Trigosa by incendiaries.
Additional: 1 Ventura protected convoy "Finnegan".

458 SQ - 2 Beaus on strike for convoy at Porto Fino. Definite R.P. hits on the 1500 ton M/V.
4 Beaus attacked the 9 barges sighted Sestri Levante. Hits claimed.
Additional 6/7: 3 Beaus on Rover Patrol made no sightings. One Beau failed to return.

U.S. NIGHT FIGHTERS:

415 Sq.- 2 Beaufighters intruded Southern France. One a/c made contact on unidentified a/c 15 miles S/E Toulon. Beaufighter closed in from 4 miles to 1 mile. Target a/c made hard turn to Port and was lost. No other incident.
1 Beaufighter failed to locate patrol area owing to navagational error.
4 Beaufighters on area patrols. No action.

417 Sq.- 1 Beau intruded Valence airdrome.
1 Beau airborne from S. France returned early because of A.I. trouble.
1 Beau scrambled 2345 for Bandit reported 15 miles SE of base Bandit orbited and turned North. Contact at 5½ miles range at 2355 going North. Hostile at 50-100 ft. altitude at 250 MPH. Closed to 3000 feet 20 miles WNW Leghorn. AA fire from surface craft forced Beau to take violent evasive action and contact

lost at 0020.
2 Beaus patrolled between Corsica and Rosignano.

414 Sq, - 3 Beaus intruded Toulouse. One strafed railway station and wagons at Villesque. One Beau got a short contact on E/A near Rhone mouth.

ADITIONAL 7/8 FAF:

327 SQ. - 2 Spitfires scrambled for bogey 15 miles West Cecina angels 25. Later identified as friendly recce.
2 Spitfires scrambled for bogey which turned friendly after 5 minutes.

326 Sq. - 2 Spitfires scrambled area Calvi-Cap Martin for missing Beaufighter.

328 Sq - 2 Spitfires searched area Calvi-Cap Martin for missing Beaufighter.

350TH FIGHTER GROUP:

347 Sq. 2 P-39's dawn patrol Alghero.
2 P-47's airborne 1100 to search for aircraft giving "Mayday" NW of Piana Island. No sightings. At 1140 vectored for 2 bogeys but plot faded.
2 P-47's scrambled 1215 Alghero for 2 Bandits 40 miles NW Asinara heading East at altitude between 100 and 1000 ft. Section got within 5 miles of bandit, but plot faded at 1300 without a visual.

AIR SEA RESCUE:

1 E.R.S. SQ.- 2 Catalinas on ASR. One rescued 6 men of B-25 NW of Ajaccio at 1400B.

284 Sq. - 2 Warwicks searched for missing Beau of 153 Sq. Wreckage seen 33 miles NW Assinara. No bodies seen
Additional: 2 Warwicks on raid cooeration off NW Corsica.

4-S Sq. - Additional: 1 Walrus escorted convoy "Finnegan".

SIGHTINGS:			
7/8	-	2330 - San Stefano Leg, 1 M/V	458 Sq.
8/8	-	0032 - 4415N-0922E, 9 barges 045/8.	272 Sq.
		0118 - 4407N-0938E, 1 M/V, 4 E/V 290/10	17 SAAF
		0245 - 4353N-0803E, 1 M/V (stationary)	458 Sq.
		0445 - 4416N-0922E, 3 V/S (stationary)	17 SAAF
		0430 - 4416N-0920E, 6 Barges	87 F.W.
		1515 - Savona, 1 L/V 450 tons	324 F.W.
		1900 - Spezia, 5 DD's, several V/S	

OBSERVATIONS: At W 0308 8S/L's, T 6818 1 S/L, T7317 1 S/L
Flak ship previously reported at W 7020, no longer there.
Searchlights at Valence and Montelimar A/D's 1 light to north and 1 to south of Valence A/D.

MACAF ASIG---7 August:

Southeast Italy: Two Hurricanes with two Spit escotr left three schooners sinking off Rab. One Marauder straffed forty ton schooner 3953 North 1930 East leaving it listing. Operation Fence continues, destroyers attacked contact at 1135. Northwest Africa, Western Italy, Malta, and Sicily. Nothing to report. Total number of sorties 171.

A. A. MILLS
Lt. Col., Air Corps,
Wing A-2

C O N F I D E N T I A L

HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-AKM/jdb.

APO 650
9 August 1944.

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 2200 hours, 9 August)

N A R R A T I V E

Beaufighters, Wellingtons and Venturas of 328 Wing struck at shipping near Via Reggio sinking one E-boat, probably sinking another and damaging one. Installations at Via Reggio and Sestri Levante were attacked causing fires. Mosquitoes and Beaufighters intruded Bergamo destroying two lorries and leaving a third in flames. Beaufighters of 415 and 417 Sqdns over Northern Italy claim 4 M/T destroyed, 2 M/T damaged and numerous hits on a train. 65 sorties reported for the period.

328 WING RAF:

14 Sq. - 1 Marauder Nice - Viareggio sighted at 1952 August 8 at Savona 1 Ju 88 2000 yards ahead. No attack made. At 2031, at 43:36N, 09:19E one mine fired at without result. At 2112, large fire on waterfront North of Genoa.
1 Marauder Viareggio - Cap Couronne saw smoke from fires at Viareggio.
2 Marauders on search for B-25 off Marseilles. One returned early due to bad weather.

272 Sq. - 6 Beaufighters on armed recce Gulf of Genoa. Attacked huts Viareggio, dock building Sestri Levante and factories Finale Ligure causing fires at first two places. Six RP hits on factory.
2 Beaufighters on strike following sightings by Wellinton 458 Sqdn attacked 4 E boats at 0037 and 0050 near Viareggio, course North, speed 8 knots. Cannon attack made after RP strike, resulted in explosion and red glow. One vessel claimed sunk, one probable, one damaged.

458 Sq. - Six Wellintons on armed recce, Gulf of Genoa. One bombed 4 F-boats near Viareggio at 2253 seeing red glow and white smoke after attack. Saw Beaufighters attack and definitely sink one E-boat.

17 Sq. SAAF - Four Venturas on armed recce Gulf of Genoa. One attacked E-boats, no claims. Incendiaries also dropped at San Remo and Viareggio starting fires.

C O N F I D E N T I A L

Flash Report 9 August, 328 Wing, (Cont'd):

256 Sq. - 2 Mosquitoes intruded Bergamo (also Beaus of 414 and 153 Sqs.). Two lorries destroyed and a third left in flames.

153 Sq. - 3 Beaufighters intruded Bergamo. (See 256 Sq.).

U. S. NIGHT FIGHTERS:

414 Sq. - 2 Beaufighters carried out patrols West of Sardinia. Only contact made turned friendly.
2 Beaufighters intruded Bergamo. (See 256 Sq.).

415 Sq. - 3 Beaufighters uneventful island patrols.
1 Beaufighter intruded South France. Aircraft returned early due to bad weather.
1 Beaufighter intruded Northern Italy (Bergamo). A column of 8 - 9 M/T on the Piacenza - Parma road strafed. Claim 3 destroyed, 2 damaged. M/T in patrol area also attacked and 1 destroyed.

417 Sq. - 1 Beaufighter intruded Southern France. Aircraft returned early due to adverse weather conditions.
1 Beaufighter intruded Northern Italy (Bergamo). No activity around aerodrome. A train leaving Triviglio heading East was attacked, numerous hits scored. Train left smoking and steaming. M/G strikes scored on M/T in same area.
2 Beaufighters patrolled from base - Rosignano without incident.

F. A. F.:

326 Sq. - 2 Spitfires on Air Sea Rescue search 42:56N, 07:30E no sightings.
2 Spitfires on Air Sea search 30 miles North of Calvi, where flares were sighted during night. No sightings.

327 Sq. - 4 Spitfires recce Monte Carlo to Genoa. (See sightings 1402).
4 Spitfires recce Nice to Savona. No sightings.

328 Sq. - 2 Spitfires to protect Catalina on Air Sea Rescue search near 43:05N, 07:58E.

350TH GROUP:

347 Sq. - 2 P-39's flew dawn patrol of Alghero sector without incident.
4 P-39's on dusk patrol. No incidents.

Flash Report 9 August, (Cont'd):

AIR SEA RESCUE:

284 Sq. - One Warwick on search for B-25 off Marseilles sighted at 43:10N 06:44E one medium sized cargo vessel apparently beached.

One Warwick on B-26 escort S. of Marseilles. No incidents.

1st ERS - 3 Cats on search for Spitfire and B-25 in vicinity 43:05N, 0758E. No sightings.

SIGHTINGS:

8/8 -	2353 - 4359N, 0953E, 3 VS 140/10	458 Sq
9/8 -	0114 - 4356N, 1006E, 3 M/V, 1 E/V 350/10	17 SAAF
	0120 - 4354N, 1011E, 1 M/V, 3 E/V 310/15	458 Sq
	1402 - San Remo, 1 large supply barge in harbor.	327 Sq
	1402 - Savona, 1 large flat top barge, 2 cargo ships, Five 50 ft. barges	327 Sq
	1655 - Two 150 ft M/V just W. of Genoa Harbor	27 F. Grp.

FLAK:

Bergamo 5 gun heavy battery. Heavy accurate, moderate.
Sestri Levante intense, inaccurate, light.

PHOTO COVERAGE:

On August 8th, the following operational a/c were photographed on Bergamo/Seriate A/D:

19 Ju 88	3 He 111
8 Me 410	4 S/E Fighters

MACAF ASIG - - 8 August:

Southeast Italy: Fourteen Wellintons, 3 Marauders, 4 Cants concluded operation fence without success. 8 RP Hurricanes claim one schooner probably sunk, one schooner and one Siebel ferry badly damaged and one boat destroyed Ju 188.
Malta and Sicily; Western and Northern Italy; Northwest Africa: Nil.
Total number of sorties 135.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

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HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-AKM/jdb.

APO 650
9 August 1944.

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 2200 hours, 9 August)

N A R R A T I V E

Beaufighters, Wellingtons and Venturas of 328 Wing struck at shipping near Via Reggio sinking one E-boat, probably sinking another and damaging one. Installations at Via Reggio and Sestri Levante were attacked causing fires. Mosquitoes and Beaufighters intruded Bergamo destroying two lorries and leaving a third in flames. Beaufighters of 415 and 417 Sqdns over Northern Italy claim 4 M/T destroyed, 2 M/T damaged and numerous hits on a train. 65 sorties reported for the period.

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458 Sq. - Six Wellintons on armed recce, Gulf of Genoa, One bombed 4 E-boats near Viareggio at 2253 seeing red glow and white smoke after attack. Saw Beaufighters attack and definitely sink one E-boat.

17 Sq. SAAF - Four Venturas on armed recce Gulf of Genoa. One attacked E-boats, no claims. Incendiaries also dropped at San Remo and Viareggio starting fires.

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C O N F I D E N T I A L

Flash Report 9 August, 328 Wing, (Cont'd):

256 Sq. - 2 Mosquitoes intruded Bergamo (also Beaus of 414 and 153 Sqs.). Two lorries destroyed and a third left in flames.

153 Sq. - 3 Beaufighters intruded Bergamo. (See 256 Sq.).

U. S. NIGHT FIGHTERS:

414 Sq. - 2 Beaufighters carried out patrols West of Sardinia. Only contact made turned friendly.
2 Beaufighters intruded Bergamo. (See 256 Sq.).

415 Sq. - 3 Beaufighters uneventful island patrols.
1 Beaufighter intruded South France. Aircraft returned early due to bad weather.
1 Beaufighter intruded Northern Italy (Bergamo). A column of 8 - 9 M/T on the Piacenza - Parma road strafed. Claim 3 destroyed, 2 damaged. M/T in patrol area also attacked and 1 destroyed.

417 Sq. - 1 Beaufighter intruded Southern France. Aircraft returned early due to adverse weather conditions.
1 Beaufighter intruded Northern Italy (Bergamo). No activity around aerodrome. A train leaving Treviglio heading East was attacked, numerous hits scored. Train left smoking and steaming, M/G strikes scored on M/T in same area.
2 Beaufighters patrolled from base - Rosignano without incident.

F. A. F.:

326 Sq. - 2 Spitfires on Air Sea Rescue search 42:56N, 07:30E no sightings.
2 Spitfires on Air Sea search 30 miles North of Calvi, where flares were sighted during night. No sightings.

327 Sq. - 4 Spitfires recce Monte Carlo to Genoa. (See sightings 1402).
4 Spitfires recce Nice to Savona. No sightings.

328 Sq. - 2 Spitfires to protect Catalina on Air Sea Rescue search near 43:05N, 07:58E.

350TH GROUP:

347 Sq. - 2 P-39's flew dawn patrol of Alghero sector without incident.
4 P-39's on dusk patrol. No incidents.

C O N F I D E N T I A L

Flash Report 9 August; (Cont'd):

AIR SEA RESCUE:

284 Sq. - One Warwick on search for B-25 off Marseilles sighted at 43:16N, 06:44E one medium sized cargo vessel apparently beached.

One Warwick on B-26 escort S. of Marseilles. No incidents.

1st ERS - 3 Cats on search for Spitfire and B-25 in vicinity 43:05N, 0758E. No sightings.

SIGHTINGS:

8/8 -	2353 - 4359N, 0953E, 3 VS 140/10	458 Sq
9/8 -	0114 - 4356N, 1006E, 3 M/V, 1 E/V 350/10	17 SAAF
	0120 - 4354N, 1011E, 1 M/V, 3 E/V 310/15	458 Sq
	1402 - San Remo, 1 large supply barge in harbor.	327 Sq
	1402 - Savona, 1 large flat top barge, 2 cargo ships, Five 50 ft. barges	327 Sq
	1655 - Two 150 ft M/V just W. of Genoa Harbor	27 F. Grp.

FLAK:

Bergamo 5 gun heavy battery. Heavy accurate, moderate.
Sestri Levante intense, inaccurate, light.

PHOTO COVERAGE:

On August 8th, the following operational a/c were photographed on Bergamo/Seriate A/D:

19 Ju 88	3 He 111
8 Me 410	4 S/E Fighters

MACAF ASIG - - 8 August:

Southeast Italy: Fourteen Wellintons, 3 Marauders, 4 Cants concluded operation fence without success. 8 RP Hurricanes claim one schooner probably sunk, one schooner and one Siebel ferry badly damaged and one boat destroyed Ju 188.
Malta and Sicily; Western and Northern Italy; Northwest Africa: Nil.
Total number of sorties 135.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

S E C R E T

HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI- [illegible]

APO 650

SUBJECT: Daily Recce Report 0800, 10 August to 11 August 1944.

TO : General Craigie.

1. Number of enemy recce sorties known from all sources to have been completed and number of which notification from Turnip/Peeper was received before or during the sortie.

	No. Active All Sources	No. Plotted by Radar	No. Notified by Turnip & Peeper	Type
I. Day:				
Southern France				
A.*	—	—	—	
B.**	—	—	—	
Italy.				
A.	1	1	1	[illegible] 190
B.	3	0	3	JU 88/188 - [illegible] 410
II. Night:				
Southern France.				
A.	1	1*	1	JU 88/188
B.	2	0	2	JU 88/188
Italy.				
A.	1	0	1	JU 88/188
B.	1	0	1	JU 88/188
Totals:	9	2	9	

* Corsica-Sardinia.
** Other unidentified area.
* 1st may just possibly be N.Italy recce

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

S E C R E T

HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-WMM/kls

APO 650
9 August 1944.

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 2200 hours, 10 August)

NARRATIVE

Operations curtailed due to bad weather. Three scrambles for bogeys which turned friendly. 36 sorties for the period.

328 WING RAF:

14 Sq. - 1 Marauder recced Savona to Hyeres Island. (see "Sightings")

272 Sq. - Nil.

458 Sq. - 2 Wellingtons on night armed recce in Gulf of Genoa returned early due to weather. No sightings.

17 SAAF Sq. - Nil.

256 Sq. - Nil.

153 Sq. - Nil.

U. S. NIGHT FIGHTERS:

414 Sq. - Nil.

415 Sq. - No operations.

417 Sq. - 1 Beau patrolled Rosignano to Borgo.

F. A. F.:

326 Sq. - 2 Spitfires patrolled the Bastia area.
2 Spit IX's scrambled Ajaccio at 1245 for bogey. Interception made on bogey which was a Beaufighter.

327 Sq. - 2 Spits patrolled Ajaccio area 0830-0945.
2 Spits on last light recce Gulf of Genoa. (See sightings)

328 Sq. - 4 Spits on dawn and dusk patrols.

350TH GROUP:

345 Sq. - 12 P-39's 1415 to 1540B on anti-recce patrol between Alghero and Tarquinia, Italy.

347 Sq. - 2 P-[illegible]'s scrambled 1230B for bogey going East off Asinara.
Bogey identified as Beaufighter. (See 326 Sq.)
2 P-47's scrambled 1600 for bogey which turned friendly.
2 P-47's and 2 P-39's dawn and dusk patrols.

AIR SEA RESCUE:

284 Sq. - Nil.

1 E.R.S. - Nil.

4 S Sq. - Nil.

SIGHTINGS:

10/8 - 0715 - 2 3000 ton M/V's alongside jetty at Savona 14 Sq.
1930 - 1 4000 ton M/V between two outside jetties,
1 small M/V off East-West quay,
1 3000 ton M/V leaving harbor, course undetermined. 327 Sq.

MACAF ASIG - - 9 August:

Western and Northern Italy: Nothing to report.
Southeast Italy; One Beaufighter, 255 Sq, destroyed one JU 88 40 miles northwest of Ancona. One Spitfire, 73 Sq., probably destroyed one ME 109 and damaged one ME 109 off southeast coast of Vis. A Catalina picked up pilot of 6 Sq.
Northwest Africa: Nothing to report.
Malta and Sicily: Nothing to report.
One Warwick sortie.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

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C O N F I D E N T I A L

HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI/AKM/lem

APO 650
11 August 1944

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 2200 hours, 11 August)

N A R R A T I V E

Weather again hampered night operations. One Wellington of 458 Sqdn. bombed Trigosa harbor with bursts seen across water front buildings. A Spitfire pilot of 322 Wing was rescued 90 miles W. of Calvi by H.S.L. 80 sorties thus far reported.

328 WING RAF:

14 Sq.- 1 Marauder recce Genoa-Viareggio no sightings.
1 Marauder recce Camronne to Savonna, nil sightings.

272 Sq.- 6 Beaufighters on recce strike Toulon to Cap Antibes. Only sighting one JU 88 off Toulon. One returned early due to weather.

458 Sq.- 4 Wellingtons Cap Camaret to Viareggio anti-shipping strike. No shipping seen. Two recalled due to bad weather. One bombed Imperia. No claims. One bombed Trigosa , bursts seen across water front buildings.

17 Sq. SAAF.- No operations.

256 Sq.- No Operations

153 Sq.- No operations.

U.S. NIGHT FIGHTERS:

414 Sq.- 2 Beaufighters scrambled for bogey headed north over base. Identified visually as B-26.

415 Sq.- No operations.

417 Sq.- No operations.

F. A. F.

326 Sq.- 4 Spits protection for Catalina on ASR search 100 miles N.W. Ajaccio and Catalinas covering V.I.P.
12 Spits escorted convoy Queenie enroute to Ajaccio.

327 Sq.- 4 Spits recce Savona-Imperia. See sightings below.
2 Spits protection for Catalina on ASR search 100 miles N.W. Ajaccio, and Catalinas covering V.I.P.

328 Sq.- 2 Spits abortive dawn patrol. Returned to base due to bad weather.
16 Spits escorted convoy Queenie enroute to Ajaccio.

350TH GROUP:

345 Sq.- 4 P-47's dusk patrol. No Incidents.

347 Sq.- 12 P-47's escorted northbound convoy Turret from 10 miles S.E. of Lesmoines to Lesmoines.
2 P-47's scrambled for bogey south of Alghero. Intercepted and identified as B-26.

AIR SEA RESCUE:

284 Sq.- 1 Warwick on ASR for Spit pilot 322 Wing down 90 miles W. of Calvi. Pilot successfully rescued by H.S.L.
2 Warwicks west of Corsica for B-25 crew. No sightings.

1 E. R. Sq.- 1 Catalina on A.S.R. mission above.
3 Catalinas coveres V.I.P. from Naples to Cape Bon.

Daily Intelligence summary 11 August (Cont'd)

4 S Sq.: 1 Walrus on mine search- Gulf of Ajaccio.

SIGHTINGS:

11/8- 1030- Two vessels 180' going N.E. from Cape Mele.
Five/six boats 30/45' going N.E. from Cape Mele.
One vessel 120' " " " " "
One boat 45' in dry dock at Savona.
Five/six small boats in west part Savona Harbor.

By 251 Wing:
1242- 2 U/Boats 42°40'N -06°55' E. bearing 040/11.

By 322 Wing:
1640- 1 U/Boat 42° 50'N- 07°08' E. bearing 040/11.

FLAK:

Intense fairly accurate light flak met at Savona by French Spits.
Intense heavy flak barrage met at Savona by Wellingtons of 458 Sq.

MACAF ASIG- 10 August:

Nothing to report except for 1 ME 109 destroyed on 9 August in the Eastern Italy Sector.

INTELLIGENCE NOTES::

OIL STORAGE AT LA SPEZIA.

The following information from AFHQ Petroleum Section is forwarded for ypur information:

"Storage facilities at the LA SPEZIA oil storage plant located at 19-H on Target Chart No. 4-100-NA, are at present presumably intact. Information has been received which indicated that these facilities have not been used by the enemy for some time. It is recommended that no air bombing of this Target be undertaken now, so that when LA SPEZIA is taken the facilities may be undamged and available to the Allies if required."

A. K. MILLS,
Lt. Col. Air Corps,
Wing A-2

C O N F I D E N T I A L

HEADQUARTERS
[illegible]XTY THIRD FIGHTER WING

ABI/AKA/lem

APO 650
11 August 1944

24 hour DAILY INTELLIGENCE SUMMARY
(Period ending 2200 hours, 11 August)

N A R R A T I V E

Weather again hampered night operations. One Wellington of 458 Sqdn. bombed Trigosa harbor with bursts seen across water front buildings. A Spitfire pilot of 322 Wing was rescued 90 miles W. of Calvi by H.S.L. 80 sorties thus far reported.

328 WING RAF:

14 Sq.- 1 Marauder recce Genoa-Viareggio no sightings.
1 Marauder recce Camronne to Savonna, nil sightings.

272 Sq.- 6 Beaufighters on recce strike Toulon to Cap Antibes. Only sighting one JU 88 off Toulon. One returned early due to weather.

458 Sq.- 4 Wellingtons Cap Camaret to Viareggio anti-shipping strike. No shipping seen. Two recalled due to bad weather. One bombed Imperia. No claims. One bombed Trigosa , bursts seen across water front buildings.

17 Sq. SAAF.- No operations.

256 Sq.- No Operations

153 Sq.- No operations.

U.S. NIGHT FIGHTERS:

414 Sq.- 2 Beaufighters scrambled for bogey headed north over base. Identified visually as B-26.

415 Sq.- No operations.

417 Sq.- No operations.

F. A. F.

326 Sq.- 4 Spits protection for Catalina on ASR search 100 miles N.W. Ajaccio and Catalinas covering V.I.P.
12 Spits escorted convoy Queenie enroute to Ajaccio.

327 Sq.- 4 Spits recce Savona-Imperia. See sightings below.
2 Spits protection for Catalina on ASR search 100 miles N.W. Ajaccio, and Catalinas covering V.I.P.

328 Sq.- 2 Spits abortive dawn patrol. Returned to base due to bad weather.
16 Spits escorted convoy Queenie enroute to Ajaccio.

350TH GROUP:

345 Sq.- 4 P-47's dusk patrol. No Incidents.

347 Sq.- 12 P-47's escorted northbound convoy Turret from 10 miles S.E. of Lesmoines to Lesmoines.
2 P-47's scrambled for bogey south of Alghero. Intercepted and identified as B-26.

AIR SEA RESCUE:

284 Sq.- 1 Warwick on ASR for Spit pilot 322 Wing down 90 miles W. of Calvi. Pilot successfully rescued by H.S.L.
2 Warwicks west of Corsica for B-25 crew. No sightings.

1 E. R. Sq.- 1 Catalina on A.S.R. mission above.
3 Catalinas coveres V.I.P. from Naples to Cape Bon.

Daily Intelligence summary 11 August (Cont'd)

4 S Sq.: 1 Walrus on mine search- Gulf of Ajaccio.

SIGHTINGS:

11/8- 1030- Two vessels 180' going N.E. from Cape Mele.
Five/six boats 30/45' going N.E. from Cape Mele.
One vessel 120' " " " " " "
One boat 45' in dry dock at Savona.
Five/six small boats in west part Savona Harbor.

By 251 Wing:
1243- 2 U/Boats 42°40'N -06°55' E. bearing 040/11.

By 322 Wing:
1640- 1 U/Boat 42° 50'N- 07°08' E. bearing 040/11.

FLAK:

Intense fairly accurate light flak met at Savona by French Spits.
Intense heavy flak barrage met at Savona by Wellingtons of 458 Sq.

MACAF ASIG- 10 August:

Nothing to report except for 1 ME 109 destroyed on 9 August in the Eastern Italy Sector.

INTELLIGENCE NOTES::

OIL STORAGE AT LA SPEZIA.

The following information from AFHQ Petroleum Section is forwarded for ypur information:

"Storage facilities at the LA SPEZIA oil storage plant located at 19-H on Target Chart No. 4-100-NA, are at present presumably intact. Information has been received which indicated that these facilities have not been used by the enemy for some time. It is recommended that no air bombing of this Target be undertaken now, so that when LA SPEZIA is taken the facilities may be undamged and available to the Allies if required."

A. K. MILLS,
Lt. Col. Air Corps,
Wing A-2

C O N F I D E N T I A L

HEADQUARTERS
SI. / THIRD FIGHTER WING

ABI-GPD/pm

APO 650
12 August 1944.

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 2200 hours 12 August)

N A R R A T I V E

328 Wing Beaufighters scored R.P. hits on an engines-aft vessel off San Stefano and on the jetty at San Remo and harbor installations at Sestri Levante. Wellingtons of 328 Wing observed hits on shipyards at Riva Trigosa and on harbor installations at Imperia. Catalinas of 1 E.R.S. effected the rescues of a Beaufighter crew and a P-47 pilot. 177 sorties thus far reported.

328 WING RAF:

272 Sq. - 1 Beaufighter scored hits on engines-aft vessel at 4350N 0756E resulting in large dull red glow.
2 Beaufighters scored hits on jetty at San Remo silencing two of three gun positions and probably scoring hits on 100-foot vessel.
2 Beaufighters on shipping strike made no sightings.
1 Beaufighter ditched at 4103N 0837E. (See A.S.R.)
2 Beaufighters on ASR for ditched Beaufighter. Saw Catalina pick up crew. (See A.S.R.)
2 Beaufighters made R.P. attack on Sestri Levante harbor installations. Strikes observed.

14 Sq. - 1 Marauder on shipping recce Nice to Viareggio (See Sightings)
1 Marauder on shipping recce Genoa to Cap Morati (See Sightings)

458 Sq - 5 Wellingtons, U/Boat hunt in Gulf of Genoa night 11/12 August. No sightings.
1 Wellington continued search on 12 August. No sightings.
7 Wellingtons, shipping recce Gulf of Genoa. Bombed 5 V/S but no bursts seen. (See Sightings)
1 Wellington bombed Riva Trigosa shipyards. Hits observed.
3 Wellingtons bombed Imperia harber. Hits and an explosion seen.
2 Wellingtons bombed Sestri Levante quayside with hits seen.

17 SAAF SQ - 12 Venturas on nickeling mission Southern France. One A/C crashed on take-off. Crew uninjured.

36 Sqdn.- 15 Wellingtons in transit carried out anti-sub patrol off west coast Sardinia. No sightings.

256 Sqdn.-No operations.

153 Sqdn.-No operations.

U.S. NIGHT FIGHTERS:

415 Sqdn.-1 Beaufighter intruded over Bergamo - 2135-2220. Found airdrome lighted, scattered inacurate machine gun fire. On leaving straffed end of runway. Found Milano well lighted. Between Milano and coast fired at 10 M/T's but no hits observed.
1 Beaufighter intruded Bergamo - 2225-2307. Observed large fire at Brescia. No sightings.
1 Beaufighter G.C.I. patrol. At 0305 vectored north by Toothpaste to chase bogey. A.I. went U/S at 0320. Vectored back to base.
3 Beaufighters on G.C.I. patrol. Nothing to report. One returned to base early due to power failure.

417 Sqdn.-1 Beaufighter covered area NW of Calvi. At 2255 vectored on to bandit later identified as bandit not showing I.F.F.
1 Beaufighter covered area NW of Chlvi. At 0030 vectored onto Bogey which later turned friendly.
2 Beaufighters patrolled area NW of Calvi without incident.
Intruder mission called off by Borgo Sector.

414 Sqdn-No operations.

C O N F I D E N T I A L

C O N F I D E N T I A L

F.A.F.

326 Sqdn. -10 Spits patrol west of Ajaccio. No incidents.
4 Spits-protection Catalina on ASR 40 miles South Genoa.

327 Sqdn.- 4 Spits-Base patrol.
2 Spits-Scramble. A/C proved frienuly.
4 Spits on dusk patrol. No incidents.

328 Sqdn. -6 Spits-Base patrol.
4 Spits- Protection Catolina on ASR. No incidents.
2 Spits- Patrol west of Ajaccio. No incidents.

4-S Sqdn. -1 Walrus- Anti-mine sweep. No sightings.

350TH GROUP:

345 Sqdn. -8 P-39's on anti-recce patrol East of Alghero. No sightings.
10 P-47's-Continuous shipping patrol, Ajaccio area.
4 P-47's-Dusk patrol.

347 Sqdn. -4 P-47's-Dawn patrol and ASR search for Beau crew of 272 Sqdn. down off Alghero. (See ASR)
36 P-47's-Continuous shipping patrol Ajaccio area. Also covered one northbound convoy. Intercepted bogey which was identified as B-26.

AIR SEA RESCUE:

284 Sqdn. -1 Warwick on B-26 cooperation south of Toulon. No incidents.
1 Walrus on A.S.R. search northwest of Calvi. No sightings.

1 E.R.S. - 8 Catalinas on A.S.R. searches resulted in the successful rescue of crew of Beaufighter of 272 Sqdn. at 41°01'N-08°39'E and the rescue of a P-47 pilot of the 27th Fighter Group at 44°07'N-08°47'E.

SIGHTINGS:

By 14 Sqdn. 2025 hours - 1 V/S 200 tons at 43°37'N-10°11'E.
2051 hours - 1 V/S 300 tons at 43°36'N-10°16'E.
2051 hours - Trawler at 44°15'E-09°23'E.
all stationary
0617 hours - M/V 8000 tons still in Savona harbor.
[illegible]

By 458 Sqdn. 0300 hours - 5 [illegible] at 4[illegible]45'N-07°38'E course 030/7

FLAK:

San Remo - 3 light batteries firing from harbor,
Imperia - Light intense and heavy moderate.
Savona - Sixteen heavy guns have recently been brought in making a total of twenty-eight now present.

MACAF ASIG-11 August:

South east Italy: nil report. Western and Northern Italy: nil report. Northwest Africa : JU 188 at 0820, 100 miles North Coreelin then at 30,000 feet over Oran. Chased by 2 P-39's 20 miles inside Spain. Claimed as damaged. Malta and Sicily: nil report.

INTELLIGENCE NOTES:

Order of Battle: Southern France - It is cosidered that total bomber strenth South France does not exceed 110 JU-88's and and DO-217's including about 10 JU-88's normally used for reconnaisance and convoy shadowing.

A.K. MILLS,
Lt. Col. Air Corps,
[illegible]ing A-2

C O N F I D E N T I A L

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C O N F I D E N T I A L

HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI/GFD/lem

APO 650
13 August 1944

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 2200 hours 13 August)

N A R R A T I V E

R.P. Beaufighters of 328 Wing attacked "F" lighter leaving vessel down by stern & smoking. Wellingtons & Venturas bombed oil tanks at Vado Ligure, shipyards at Riva Trigosa and installations at Diana Marina. Explosions & fires seen. American Beaufighters intruding over Bergamo. Straffed M/T convoys, destroying one and damaging five. A total of 147 sorties thus far reported.

328 WING RAF:

272 Sq.- 3 R.P. Beaufighters attacked "F" boat between Finale Ligure & Pietro Ligure. Many R.P. hits scored, leaving vessel down by the stern and smoking.

458 Sq.- 5 Wellingtons on U Boat hunt Gulf of Genoa. No trace of enemy.
5 Wellingtons, armed recce French & Italian Riviera. One Wellington bombed Vado Ligure oil tanks. Fires & explosions seen. Two Wellingtons bombed Riva Trigosa shipyards. Fires started. One Wellington bombed Diana Marina, burst seen.
1 Wellington sighted & attacked 2 E/V's 43 45 N- 07 53 E. at 0255 hours. No claims. (See other sightings) A/C exploded on landing no fatal casualties.

14 Sq.- 4 Marauders on U Boat hunt Gulf of Genoa. One returned early.
1 Marauder, Antibes-Spezia. Investigated San Remo. Probale strikes on gun post. (See sightings)
1 Marauder Marseilles-Genoa. (See sightings).

17 SAAF Sq.- 1 Ventura on U Boat hunt Gulf of Genoa, no sightings.
2 Venturas armed recce French & Italian Riviera. One bombed Vado Ligure oil tanks. Explosions & fires seen. One bombed Riva Trigosa shipyards. Fires started.
1 Ventura, nickelling mission, South France.

256 Sq.- 4 Mosquitos carried out standing patrol off Maddalena. One vectored on to bogey but chase later called off. Other contacts friendly.

153 Sq.- 2 Beaufighters carried out standing patrols off Maddalena.

F.A.F.

326 Sq.- 8 Spitfires convoy protection NW of Ajaccio no incidents.
4 Spitfires protection for Warwick (See A.S.R.)
8 Spitfires patrolled W of Ajaccio.

327 Sq.- 6 Spitfires Patrol of base & Ajaccio harbor.
4 Spitfires patrol Ajaccio to Calvi.
2 Spitfires scrambled from Borgo. No contact.

328 Sq.- 4 Spitfires protection for Warwick (See A.S.R.)
4 Spitfires patrol of base and Ajaccio harbor.
2 Spitfires patrol S.E of Ajaccio
6 Spitfires convoy protection S.W. of Ajaccio no incidents.

4 S Sq.- 2 Walrus convoy coverage Ajaccio area. No incidents.

350TH GROUP:

347 Sqdn.- 16 P-47 high altitude recce patrol from north tip of Sardinia to 40 miles north.
2 P-47 search for northbound convoy reported off West Coast Sardinia. Did not locate.
4 P-39's convoy protection North of Alghero.

C O N F I D E N T I A L

4 P-47 on same mission as above.
2 P-47 scramble for bogey 50 miles N.W. Alghero. Identified as B-26 with no I.F.F showing.
4 P-47 dusk patrol from North Tip Sardinia to 40 miles north.

345th Sq.- 4 P-47 covered three convoys off West coast of Sardinia.

U.S. NIGHT FIGHTERS:

41. Sq.- 1 Beaufighter on Intruder over Bergamo. No A/C sighted. Straffed 5 M/T, observed strikes near them.
1 Beaufighter on intruder over Bergamo. No A/C sighted. 6 M/T straffed with one destroyed, & 5 damaged. Also straffed 3 convoys of 4 M/T each but were unable to see results.
5 Beaufighters on G.C.I. patrol. One had 3 chases but no contacts.

417 Sq.- 2 Beaufighters intruded Bergamo. No activity.
1 Beaufighter on patrol north and west of Corsica. Chased one bogey but was called off as another Beaufighter was closer. 2100 hours to 0020 hours.
1 Beaufighter on patrol north and west of Corsica. Chased bogey north of Cap Corse but target disappeared. Later vectored on to bandit 30 miles north Cap Corse but was outdistanced. Later investigated bogeys which passed to be Wellingtons not showing I.F.F. 2315 hours to 0300 hours.
1 Beaufighter on patrol vectored on to bogey southwest of Calvi. Contact and visual obtained and A/C identified as a Ventura which was not showing I.F.F. Later chased bandit headed south from Calvi. Had to give up chase when Beaufighter got out of range of Controller. 0125 hours to 0430 hours.
1 Beaufighter vectored on to bandit west of Corsica headed North. Gave up chase as another Beaufighter was closer to bandit. 0340 hours to 0610 hours.

414 Sq.- 8 Beaufighters on convoy patrol at 0455 one was vectored on to hostile. Plot disappeared after a five minute chase. Vectored 360° and again closed to within five miles. Plot disappeared near Italian coast. No other incidents.

AIR SEA RESCUE:

284 Sq.- 2 Warwicks searched for B-24 north of Corsica.Nothing sighted
1 Warwick search for Spitfire pilot northwest of Corsica. Saw debris & yellow wood.
1 Warwick raid escort north of Corsica. Uneventful

1 E.R. Sq.- 1 Catalina searched for Spit pilot NE of Calvi. Sighted debris and oil slick.
2 Catalinas searched for Spit pilot reported in dinghy 30 miles NW of Calvi. No sightings.
1 Catalina on same search as above diverted for pilot seen in dinghy 15 miles W of Marseilles. No sighting. Pilot believed picked up from shore. Catalina hit by flak from shores batteries. No injuries.
1 Catalina ASR search 50 miles NW Calvi. No sightings
1 Catalina ASR Search 15 miles W Cap Corse. No sightings.

SIGHTINGS:

By 14 Sq.- 1 Barge at San Remo
At 0615- 2 E/V- 42 50 N- 06 40 E course 010/8.

By 458 Sq.- At 0330- 2 E/V- 43 49 N- 07 53 E.
At 0350- 2 E/V 43 48 N- 08 02 E. course 360/15.
At 0420- 2 E/V 43 53 N- 0808 E. course 360/15.

By 111 TAC/R Sqdn. At 1215- 15 small ships a large M/V with escort putting out to sea from Toulon harbor. Eight small boats circling the formation.

By 415 Sq.- At Bergamo saw ground directional double "T" pointing in direction of A/D which flashed on 3 times, each for 3 seconds. Saw flares and heavy and light flak at Mantova. Po Valley generally well blacked out and very little road traffic seen.

PA

HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI/GPD/lem

APO 650
13 August 1944

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 2200 hours 13 August)

NARRATIVE

R.P. Beaufighters of 328 Wing attacked "F" lighter leaving vessel down by stern & smoking. Wellingtons & Venturas bombed oil tanks at Vado Ligure, shipyards at Riva Trigosa and installations at Diana Marina. Explosions & fires seen. American Beaufighters intruding over Bergamo. Straffed M/T convoys, destroying one and damaging five. A total of 147 sorties thus far reported.

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1 Marauder Marseilles-Genoa. (See sightings).

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2 Venturas armed recce French & Italian Riviera. One bombed Vado Ligure oil tanks. Explosions & fires seen. One bombed Riva Trigosa shipyards. Fires started.
1 Ventura, nickelling mission, South France.

256 Sq.- 4 Mosquitos carried out standing patrol off Maddalena. One vectored on to bogey but chase later called off. Other contacts friendly.

153 Sq.- 2 Beaufighters carried out standing patrols off Maddalena.

F.A.F.

326 Sq.- 8 Spitfires convoy protection NW of Ajaccio no incidents.
4 Spitfires protection for Warwick (See A.S.R.)
8 Spitfires patrolled W of Ajaccio.

327 Sq.- 6 Spitfires Patrol of base & Ajaccio harbor.
4 Spitfires patrol Ajaccio to Calvi.
2 Spitfires scrambled from Borgo. No contact.

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C O N F I D E N T I A L

Daily Intelligence summary 13 August (Con'td.)

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345th Sq.- 4 P-47 covered three convoys off West coast of Sardinia.

U.S. NIGHT FIGHTERS:

415 Sq.- 1 Beaufighter on Intruder over Bergamo. No A/C sighted. Straffed 5 M/T, observed strikes near them.
1 Beaufighter on intruder over Bergamo. No A/C sighted. 6 M/T straffed with one destroyed. & 5 damaged. Also straffed 3 convoys of 4 M/T each but were unable to see results.
5 Beaufighters on G.C.I. patrol. One had 3 chases but no contacts.

417 Sq.- 2 Beaufighters intruded Bergamo. No activity.
1 Beaufighter on patrol north and west of Corsica. Chased one bogey but was called off as another Beaufighter was closer. 2100 hours to 0020 hours.
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1 Catalina ASR Search 15 miles W Cap Corse. No sightings.

SIGHTINGS:

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At 0615- 2 E/V- 42 50 N- 06 40 E course 010/8.

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Daily Intelligence summary 13 August (Cont'd)

MACAF ASIG- 12 AUGUST: Southeast Italy- nothing to report.
Western and Northern Italy nothing to report.
Northwest Africa- nothing to report.
Malta and Sicily- crew from ditched Beaufighter rescued eight miles north east Catania after Warwick search.

INTELLIGENCE NOTES:

Jet propelled A/C Strategic Air Force INTOPS Summary 382 states:

"Outstanding in the photo reconnaissance of 8 August was a concentration of jet propelled fighters at Lechfeld. There were 27 ME 262's and 3 ME 163's. Prsent, the largest number of jet propelles A/C yet photographed on one field."

A. H. MILLS,
Lt. Col. Air Corps,
Wing A-2

C O N F I D E N T I A L

Daily Intelligence summary 13 August (Cont'd)

MACAF ASIG- 12 AUGUST: Southeast Italy- nothing to report.
Western and Northern Italy nothing to report.
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Malta and Sicily- crew from ditched Beaufighter rescued eight miles north east Catania after Warwick search.

INTELLIGENCE NOTES:

Jet propelled A/C Strategic Air Force INTOPS Summary 362 states:

"Outstanding in the photo reconnaissance of 6 August was a concentration of jet propelled fighters at Lechfeld. There were 27 ME 262's and 5 ME 163's. Present, the largest number of jet propelled A/C yet photographed on one field."

A. K. MILLS,
Lt. Col. Air Corps,
Wing A-2

C O N F I D E N T I A L

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C O N F I D E N T I A L

HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI/WWW/lem

15 August 1944

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 2200 hours 15 August)

N A R R A T I V E

Day and night fighters gave continuous protection to convoys proceeding to S. France. Venturas and Wellingtons on armed recces bombed Savona, Sestri-Levante and Port St. Louis de Rhone. Hits were seen in all three target areas. Catalinas effected the rescue of three airmen south of Marseilles. 205 sorties flown for the period.

328 WING RAF:

17 Sq. SAAF- 5 Venturas on armed recce from Cap Mele to Viareggio. Bombed Savona observing bursts and fires in harbor area. One Ventura crashed on landing, crew safe.

14 Sq.- 2 Marauders recced from Marseilles to Viareggio at dusk. String of mines sighted between Porquerolles and Levant Isles.

458 Sq.- 5 Wellingtons carried out uneventful anti-submarine patrols West and north of Corsica and Sardinia.
5 Wellingtons recced Marseilles-Porquerolles-and Savona-Viareggio areas. Port St. Louis de Rhone bombed. Bursts seen in oil refinery area followed by explosions. Sestri Levante harbor also bombed with bursts observed in target area. Two of these Wellingtons ditched near base due to weather. Crews safe.

36 Sq.- 8 Wellingtons carried out special mission. One force landed south of base.

153 Sq.- 3 Beaus gave cover to shipping between Corsica-Sardinia-S. France.
2 Beaus intruded Toulouse area. No activity. One crash landed at Olbia.

256 Sq.- 8 Mosquitos protected shipping Corsica to S. France.
3 Mosquitos intruded over Toulouse.

U.S NIGHT FIGHTERS:

414 Sq.- 9 Beaus escorted shipping shipping from Corsica to France.

415 Sq.- 5 Beaus on G.C.I. patrol, mostly west of Ajaccio no sightings, no incidents.
1 Beau on G.C.I. patrol west of Corsica. At 0145 went to angels 5 to investigate bogey which was was eventually lost. During patrol sighted 2 flares 30 miles SW of Ajaccio, sighted beacon NW tip of Corsica.
1 Beau free lanced Hyeres Island and along coast. Observed flashes below overcast.
1 Beau free lanced along French Coastline . Many contacts during patrol, 3 not showing I.F.F., 1 A-20, and 2 C-47's. Observed explosions 20 miles north of Toulon.

416 Det.- 3 Beaus free lanced in the Hyeres Island.

417 Sq.- 2 Beaus on free lance patrol vicinity of Hyeres.
9 Beaus patrolled off NW Corsica.

350TH FIGHTER GROUP:

345 Sq.- 12 P-39's & 8 P-47's protected unnamed convoy off S. France.
10 P-47's patrolled convoy off S. France.
2 P-47's dusk patrol.

346 Sq.- 11 P-47's covered northbound convoy off Corsica.
2 P-47's escorted B-25 to Cape Benat-San Raphael and return.
6 P-47's escorted northbound convoy off Sardinia.

Daily Intelligence Summary 15 August (PART 2)

347 Sq.- 2 P-47's escorted B-25 (see above)
10 P-47's and 6 P-39's escorted northbound convoy NW of Ajaccio
Two men dinghies tied together sighted in path of convoy. Transmitted for fix.
8 P-47's and 4 P-39's covered convoys off Sardinia.

F.A.F.:

326 Sq.- 16 Spits V's on continuous convoy protection from 0550-1830.

327Sq.- 4 Spit IX patrolled W of Ajaccio 0555-0935.
4 Spit IX on convoy patrol 1600-1825.

328 Sq.- 20 Spit V's on convoy patrol from dawn to dark.

4 S Sq.; No operations.

AIR SEA RESCUE:

284 Sq.- 2 Warwicks searched for two Wildcat pilots reported down south of Marseilles. Believed to be same 2 pilots rescued by P.B.Y.(see below.

1st E.R. SQ.- 1 PBY patrolled off North Corsica without incident.
1 PBY searched for glider believed ditched west of Cap Corse Not found.
1 PBY picked up two Hellcat pilots at 4240N-0640E.
1 PBY picked up 1 man from a B-25 position 4250N-0530E.
1 additional PBY assisted in search.
1 PBY searched area of 4248N- 0700E as a result of a distress call no sightings.

SIGHTINGS:

At 1200- 1-110' boat towing barge out of Cannes. Source undetermined. TAF.
At 1700- Probable U/Boat heading to sea on the surface in the Gulf of Juin. 79th F.Gp.

MACAF ASIG: Combined for 14 August;

Western and Northern Italy: 4 P-39's, 2 Walrus and HSL on ASR search for 2 Spits thirty miles west Leghorn. Walrus picked up one pilot, 63 Fighter Wing picked up other.
Northwest Africa, Southeast Italy-Malta and Sicily- Nil.

A. K. MILLS,
Lt. Col. Air Corps,
Wing A-2

C O N F I D E N T I A L 15 AUG

HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-GPD/shr

APO 650
14 August 1944.

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 2200 hours 14 August)

N A R R A T I V E

Wellingtons and Venturas of 328 Wing bombed Sestri-Levante, Cannes, Imperia and Savona leaving fires. Spitfires, P-39s and P-47s of 350th Group and 326 - 327 and 328 Squadrons were engaged on convoy patrol. A total of 205 sorties thus far reported.

328 WING RAF:

36 Sqdn. - 2 Wellingtons on A/S patrol. No sightings.
1 Wellington on A/S patrol in transit Reghaia to Alghero. No sightings.

17 Sqdn SAAF - 2 Venturas A/S patrol west of Corsica. One returned early, no incidents.
5 Venturas on anti - shipping recce French and Italian Riviera. No shipping found. Bombs dropped on Cannes, Imperia, Sestri Levante and Savona. Fires seen. Bursts seen near 6,000 ton M/V at Savona. One Ventura did not return.

14 Sqdn. - 3 Marauders recce Marseilles to Via Reggio. One Marauder searched for shipping reported leaving Toulon. Not located. One sighted large fire just west of Cannes.
2 Marauders recce Toulon to Via Reggio sighted extensive fire at La Ciotat.

458 Sqdn. -4 Wellingtons on anti-shipping recce French and Italian Riviera. No shipping found. Bombs dropped on Cannes, Imperia, Sestri Levante and Savona. Bursts seen near 8,000 ton M/V at Savona and fires seen burning in the other target areas.

153 Sqdn. -4 Beaufighters patrolled west of Ajaccio.
1 Beaufighter patrolled south of Sardinia at 0215 hours vectored on to bogey at 1,000 feet. Turned friendly.

256 Sqdn. -5 Mosquitos patrolled off Sardinia - no incidents.

U. S. NIGHT FIGHTERS:

414 Sqdn. - 9 Beaufighters on patrol west of Corsica. One vectored onto bogey at 0535 hours but plot disappeared at 8 miles. No other incidents.

415 Sqdn - 7 Beaufighters on G.C.I. patrols during the night. 4 of these had no sightings, bogeys or contacts.
2 Beaus saw 3 amber colored flares at southern end of patrol area of territory west of Ajaccio between 0300 and 0400 hours. 1 Beau, while patrolling 30 miles southeast Straits of Bonifacio, observed quick white flash one half mile ahead and 3000 feet above.
1 Beau on G.C.I. patrol of west coast. At 0100 hours, angels 4 vectored onto bogey, no contact. Bogey was below on coast on deck. Closed into less than 1 mile at angels 1. No contact. Later at 0120 at angels 1.5 vectored onto bandit which was lost by G.C.I. At 0130, angels 1.5 vectored onto bandit was lost by G.C.I.

417 Sqdn. - 5 Beaufighters patrolled NE, SW and NW of Calvi, three of them without incident. 2 Beaufighters sighted bomb flashes and flares in the vicinity of Genoa and Spezia.
1 Beaufighter patrolled area from Cap Camarat to Imperia, 15 miles off French coast without incident.

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1 Beaufighter patrolled NW of Calvi. Vectored on bogey which turned friendly. Later vectored onto bogey at angels 3 - 60 miles west of Calvi at 0050. Closed to 15 miles. Bogey turned bandit heading south where plot disappeared at 0105. At 0110 sighted lights on water 45 miles due west of Calvi. Also bomb flashes in vicinity of Genoa.
2 Beaufighters patrolled NW Cap Corse. No incidents.

350th Fighter Group

345 Sqdn. - 12 P-39s - convoy protection northwest of Alghero. No incid'ts
20 P-47s - patrol twenty five miles west of Corsica. " " .
2 P-39s - dawn patrol north Sardinia. No incidents.

346 Sqdn. - 10 P-39s - patrol over Maddalena. No incidents.
8 P-47s - low cover patrol of convoy northwest of Alghero, no incidents.

347 Sqdn. - 10 P-39s on convoy patrol northwest of Alghero - no incidents.
12 P-39s on convoy protection southwest of Alghero, no " .
4 P-47s same as above mission.
16 P-47s anti recce coastal patrol west coasts of Corsica and Sardinia.

F.A.F.

326 Sqdn. - 14 Spits on convoy protection northwest Ajaccio. No incidents .
327 Sqdn. - 16 Spits on convoy protection northwest Ajaccio. No incidents
328 Sqdn. - 18 Spits on convoy protection northwest Ajaccio. No incidents.
4 S Sqdn. - 2 Walrus A/C on convoy protection northwest Ajaccio, no incidents

AIR SEA RESCUE:
1st E.R.S.
1 Catalina A.S.R. for German A/C down off Spezia. One of crew picked up. Saw H.S.L. pick up Spit pilot in same area.
1 Catalina on ASR. Sighted debris but no survivors at 4221 N 0730 E. No sightings.

284 Sqdn.
1 Warwick on search for Spit pilot off Nice. No sightings.
2 Warwicks on search for B-24 North of Corsica - no sightings.

INTELLIGENCE NOTES: Of interest is the fact that on the night of 13/14 Aug., German reccos in North Italy took off from Ghedi A/D instead of Bergamo/ Seriate as heretofore.

MACAF ASIG: None received today.

SORTIES 6 - 12 August 1944.

	Recce	Strike	Sweeps	Scramble	Patrols	ASR	A/S	Standby	Total
350				06	24	04			34
326	04				32	22			58
327	14			10	28	02			54
328					29	08			37
272		8	11			04			23
417					09			09	18
256				1	2			6	9
415				[illegible]	15			8	23
153				[illegible]				11	13
414				2	7			9	18
284						10			10
4 S					7				7
458			34		1		7		42
1 E R						30			30
14	13					03			16
17 SAAF			20		2				22
	31	8	65	21	156	83	7	43	414

Air Victories:
5/6 Aug: 1 JU 88 destroyed by 414 N.F.S. 4205 N 0748 E.

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HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI/AHM/kls

16 August 1944.

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 2200 hours 16 August)

NARRATIVE

Wellingtons and Venturas of 328 Wing bombed St. Louis de Rhone, Sestri Levante and Savona. At Savona, hits were scored on a large M/V and explosions and fires were seen around the harbor. Beaufighters intruding and on patrol, Southern France, found no action. 150 sorties thus far reported.

328 WING RAF:

153 Sq. - 4 Beaufighters carried out uneventful patrols over beachhead and surrounding sea.

256 Sq. - 3 Mosquitos intruded Toulouse, found no targets.
4 Mosquitos patrolled beachhead and sea area.

458 Sq. - 5 Wellingtons A/S patrol northwest of Sardinia and Corsica. No sightings.
3 Wellingtons armed rover Gulf of Lyon. Two bombed St. Louis de Rhone and Sestri Levante. Bursts and explosions seen. One returned early

36 Sq. - 1 Wellington in transit patrol Reghaia to Alghero. Uneventful.

14 Sq. - 4 Marauders shipping recce Cap Noli - Spezia - Marseilles - Porquerolles Island. No sightings.
2 Marauders recce Nice to Viareggio. (See Sightings)

17 SAAF Sq. - 6 Venturas armed rover Gulf of Genoa. Five bombed Savona scoring hits on large M/V and harbor installations. Explosions and fierce fires seen around harbor.

350TH FIGHTER GROUP:

345 Sq. - 2 P-39 convoy protection off west coast of Sardinia.
2 P-47 same as above.
10 P-47 patrolled north of Cap Corse to beachhead. No incidents.
4 P-47 dawn patrol Alghero - Maddalena.

346 Sq. - 8 P-47 escorted 2 northbound convoys off west coast of Corsica.

347 Sq. - 4 P-47 escorted northbound convoy off west coast of Corsica.
2 P-47 escorted northbound convoy 30 miles south of beachhead.
2 P-47 covered southbound convoy off west coast of Corsica.
10 P-39 escorted northbound convoy off west coast of Sardinia.
6 P-47 on special patrol over convoy lanes between Calvi and the beachhead.
2 P-47 dusk patrol Alghero area.

FLAK:

Heavy intense at 42°58'N - 06°28'E by 14 Sq.

NOTES:

2 Pilots picked up off beachhead. One by a destroyer, the other by carrier force after ASR was begun by this headquarters.

MACAF ASIG: Combined for 15 August:

Western Italy: 2 C-47's sent Mayday. 9 were rescued from first but none from second incident though one Warwick and one Walrus searched.
Southeast Italy: One Wellington bombed Argostolion. All bombs in target area.
Malta, Sicily and Northwest Africa: Nothing to report.
Total sorties: 98.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2

C O N F I D E N T I A L

HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI/GPD/kls

17 August 1944.

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 0600 hours 17 August)

N A R R A T I V E

A Ventura of 328 Wing on armed shipping recce from Portofino to Viareggio bombed a convoy of three 1000/1500 ton vessels and 4 escort vessels. A hit is claimed on one vessel and explosions, smoke and fires were observed. Other Wing aircraft again concentrated on convoy coverage and patrols off the beach-head. 150 sorties thus far reported.

328 WING RAF:

14 Sq. - 2 Marauders dusk recce Sete, Cap Martin to Spezia. (See Sightings)

458 Sq. - 5 Wellingtons on anti-submarine patrol. No sightings. Recalled due to bad weather.
1 Wellington Sete to Levant. Recalled due to weather.

36 Sq. - 1 Wellington on anti-submarine patrol west of Corsica. No sightings. Recalled due to bad weather.
4 Wellingtons recalled from special missions.

17 Sq. - 1 Ventura anti-submarine patrol west of Corsica. No sightings. Recalled due to bad weather.
1 Ventura Portofino-Viareggio. Attacked combined convoy consisting of seven vessels, including three of 1,000-1,500 tons and 4 E/V. Large sheet of flame, much smoke and violent explosion resulted. Direct hit claimed on one vessel.
2 Venturas on nickeling mission. One recalled.

272 Sq. - 8 Beaufighters on uneventful patrol Southern France.

U.S. NIGHT FIGHTERS:

414 Sq. - 2 Beaufighters on beachhead patrols. Uneventful.
3 Beaufighters intruded Toulouse. No activity.

415 Sq. - 11 Beaufighters on G.C.I. patrol. Eight returned to base without incident. One Beaufighter returned due to engine trouble. One Beaufighter sighted four control vessels off French coast. One Beaufighter controlled by Tortoise at 0400. Vectored 240 to 340 at angels 10 to look for bogey. Chased for 15 minutes but no contact.

417 Sq. - 4 Beaufighters provided cover for the beachhead. One was vectored on to a bogey which proved friendly.
1 Beaufighter covered a convoy northwest of Ajaccio without incident.

350TH FIGHTER GROUP:

345 Sq. - 30 P-47's patrolled area from Scorno Point to 100 miles west of Ajaccio without incident.

347 Sq. - 28 P-47's on continuous patrol of area from 35 miles northwest of Asinara to 75 miles northwest of same point.
2 P-39's dawn patrol off west coast Sardinia and Corsica. No hostile encounters.

F.A.F.:

326 Sq. - 10 Spitfires on patrol northwest of Ajaccio. No incidents.

C O N F I D E N T I A L

327 Sq. - 14 Spitfires patrolled off southern coast of France. No incidents.

328 Sq. - 6 Spitfires patrolled northwest Ajaccio. No incidents.
10 Spitfires on same mission. No incidents.
2 Spitfires on patrol as above.

AIR SEA RESCUE:

284 Sq. - 2 Warwicks on air sea rescue search for men in dinghy northwest of Corsica. No sightings.

1 E.R.SQ. - 1 Catalina on ASR off east coast Corsica. Sighted debris but no p[illegible]
1 Catalina on ASR at 43°29'N - 09°41'E. No sightings.

SIGHTINGS:

At 2310 hours - At 44°08'N - 09°38'E 2 V/S 1000/1500 tons and 2 E/V course 310/10. These were joined at 2350 hours by 1 V/S of 1000/1500 tons and 2 more E/V's. - 17 SAAF Sq.
At 1953 hours - At 45°17'N - 05°19'E 5 "F" boats stationary. Scant, inaccurate flak. - 14 Sq.

INTELLIGENCE NOTES:

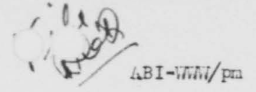
Photo recce on 17 August shows 25 ME-109's based at Orange/Caritat A/D, indicating fighter reinforcement in Southern France. Estimate total of 50 single-engined fighters now in this area.

MACAF ASIG; Combined for 16 August:

Southeast Italy: 3 Wellingtons of 221 Sq. bombed Maril Dravina. Bombs fell across target. 1 direct hit on railway line. 1 Wellington 221 Sq. bombed six barges in position 4445N 1234E and in position 4520N 1222E bombed 3 "E" boats. Results unobserved.
Northwest Africa: Crew of Beaufighter of 153 Sq., which ditched north of Reghaia at 152114B, were picked up by a French fishing trawler. Crew unhurt.
Total number of sorties so far reported 103.
Additional to Asig 15 August: 205 sorties.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

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HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-WWM/pm

18 August 1944

DAILY INTELLIGENCE SUMMARY
(24 hour period ending [illegible] hours 18 August)

NARRATIVE

Wellingtons and Venturas bombed oil storage facilities at St. Louis de Rhone causing large fires and dense smoke. Imperia Harbor was also bombed with bursts seen in the port area. One Ventura bombed a 10 vessel convoy scoring near misses. Intruders over Toulouse found no activity. Night bridgehead patrols were uneventful. 162 sorties reported.

328 WING RAF:

14 Sq. - 2 Marauders on dawn recce of French coast. At 0604B dense oily black smoke coming from St. Louis de Rhone. (See 17 and 458 Sq) Ditched JU 88 and dinghy with 3 occupants observed at 0653B in position 43°01'N-06°01'E. (Also see "sightings")

458 Sq - 5 Wellingtons on armed anti shipping recce. Two bombed oil storage facilities at St. Louis de Rhone causing large fires and big explosions. Three Wellingtons dropped bombs on Imperia Harbor. Bursts seen in the harbor and fires started.

17 SAAF -6 Venturas carried out armed anti shipping recces. Two bombed Imperia with Wellingtons. One Ventura also bombed St. Louis de Rhone. (See 458 Sq.) One Ventura bombed Bossagno Nuova. Fires started. One Ventura scored near misses on a convoy of 1 - 5000 ton M/V and 9 E/V's off Imperia.
2 Venturas dropped nickels on the French Coastal area.

36 Sq. - 5 Wellingtons on anti submarine patrol between Sardinia, Corsica and France. No incidents.
2 Wellingtons patrolled West of Straits of Bonifaccio.

272 Sq. - No operations.

256 Sq - 4 Mosquitos patrolled the bridgehead area. Two fleeting contacts on possible enemy aircraft.
6 Mosquitos intruded Toulouse. No activity.

153 Sq - 1 Beau patrolled West of Sardinia.

U.S. NIGHT FIGHTERS:

414 Sq - 5 Beaus covered the Beachhead without incident.

415 Sq - 7 Beaufighters carried out uneventful G.C.I patrols between Northern Corsica and the bridgehead area. Three returned early due to weather, one due to AI trouble.

416 Sq Det.- 1 Beau patrolled the Ajaccio area.
1 Beau provided cover for the beachhead.

417 Sq. - 3 Beaus covered the battle area without incident.
1 Beau on weather check north of Cap Corse. Mission cut short because of engine trouble.
1 Beau scrambled 2035 for bogey heading south over Cap Corse. Identified as friendly 4 miles East of Borgo at 2100.

350th FTR GROUP:

345 Sq - 6 P-47 patrolled southbound convoy from Capo Marngui to Capo Frasca, Sardinia.
2 P-47 searched for Allied shipping off southern Sardinia by order of sector control. Located one northbound convoy off Cape Sperone.
32P-47 patrolled area northwest of Sardinia 100 miles west Ajaccio.

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347 Sq - 28 P-47 and 2 P-39 maintained continuous patrol off coasts of Sardinia and Corsica giving simultaneous protection to two southbound convoys off Sardinia. 1 P-47 crash landed at base because of faulty landing gear. Pilot uninjured. No hostile incidents.

339 WING F.A.F:

326 Sq - 10 Spits patrolled northwest of Ajaccio 0715-1530.

327 Sq - 1 Spit from Borgo up to search for pilot off Ghisonaccia. 8 Spits on patrol northwest Ajaccio.

328 Sq - 14 Spits on patrols same area as above.

4/S SQ: - 2 Walrus conducted anti-sub patrols off Ajaccio.

AIR SEA RESCUE:

284 Sq - 2 Warwicks searched south of Toulon for two B-26 believed ditched. 1 Walrus picked up dead pilot from P-38 off Ghisonaccia.
1 E.R.Sq - 2 PBY's south of Toulon. 1 man picked up.

SIGHTINGS:

2200B - 4 U/I vessels, 4350N 0800E, course 220/15. (458 Sq)
2352B - 1 M/V 5000 tons and 9 E/V or V/S off Imperia, course 090/12 (458 Sq)
0728B - 1 E/V 150', 4348N 0732E inshore facing northeast. (272 Sq)
0800B - 1 V/S 1000 tons, 1 V/S 500 tons, and 2 small barges in Port de Bous. (14 Sq)
0900B - 5 M/V's 3-5000 tons in Monaco harbor. (4th F.G)
1600B - 1 Submarine heading south at 4301N 0552E. Reputed to have fired on P-38 and then submerged. (U.S.S. Cotoctin)

MACAF ASIG: Western and Northern Italy: Hostile over Naples 162355 20000 ft. dropped flares and window. Beau scrambled, no contacts.
Southeast Italy: 2 Wellingtons bombed Kraljevica. 2 Wellingtons bombed Ravenna. Bombs on targets, no results seen. Catalina rescued one of two men who baled out of B-24 20 miles northeast Bari.
6 JU 88 raided San Tropex beach 161930 using anti-personnel bombs. No warning. 50 casualties. Total number of sorties 202.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

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HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-PDB/skr

APO 650
19 August 1944.

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 2300 hours 19 August)

NARRATIVE

R.A.S.C. effected successful rescue of 16 aircrew. 12 by Catalina, 3 by Walrus and 1 by Destroyer. Wellingtons and Venturas bombed oil installation St. Louis du Rhone causing large fires and explosions. One Ventura bombed 'F' boat in Marina Carrara causing explosion and a Wellington scored hits on warehouse at Sestri - Levante. Total sorties reported 135.

328 Wing, R.A.F.

256 Sq. - 5 Mosquitos convoy and beachhead patrols. One contact made on friendly aircraft. No other incidents.
6 Mosquitos intruded Toulouse area. No incidents.

458 Sq. - 2 Wellingtons carried uneventful A/S patrol between Corsica and Southern France.
2 Wellingtons patrolled between Corsica and French Coasts. One had S/E contact at 1245 hours in 4223 N 0630 E which disappeared at 3 miles. Baiting tactics tried without result.
1 Wellington patrolled West Corsica - No sightings.
4 Wellingtons 458 Sq. armed recce Southern France to Italian coast. Two a/c bombed Imperia, no claims. One a/c bombed St. Louis du Rhone causing fires and explosions which rocked a/c at 3,000 ft. One a/c scored bomb hits on warehouse Sestri Levanti.

14 Sq. - 2 Marauders dusk patrol Sete - Levante island, Nice - Spezia. Sighted one twin engined a/c at 4303 N 0552 E at 182005 hours heading for French coast.
2 Marauders Toulon - Sete - Nice - Spezia. At 0632 hours South Toulon 4 sea mines seen. At 0717 position 4322 N 0341 E a line of sea mines. At 0722 at Palavos, two new radar masts observed.

153 Sq. - 3 Beaufighters convoy and beachhead patrols - uneventful.
2 Warwicks 284 Sq. A.S.R. patrols off Toulon. One a/c sighted at 18/1953 at [illegible]57 N 0607 E two ships type rubber dinghys, debris seen from Pallazzo Point to Calvi.

17 SAAF - 2 Venturas anti - submarine patrols between Corsica and Southern France. No contacts.
6 Venturas armed recce Southern France - Italian coast. Three a/c bombed Imperia. No claims. Two a/c bombed St. Louis du Rhone causing fires and explosions. One a/c attacked 'F' boat in Marina de Carrara harbor which caused an explosion.

36 Sq. - 3 Wellingtons anti - submarine patrols between Corsica - Southern France. No contacts.
1 Wellington transit patrol Rheghai - Alghero - No sightings.

272 Sq. -10 Beaufighters dusk to dawn patrols Nice - Imperia.

U. S. NIGHT FIGHTERS:

417 Sq. - 1 Beaufighter intruded Toulouse area. No activity.
6 Beaufighters patrolled assault area. One a/c was vectored onto bogey course NW but chase abandoned due to petrol shortage. One a/c returned early. No other incidents.

415 Sq. - 1 Beaufighter intruded Southern France. M/T convoy 1 mile South of Toulouse attacked with cannon and MG bursts seen on four vehicles, two of which were left in flames. A 2nd convoy of M/T was sighted and attacked at W 5040. Strikes

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seen on 25 vehicles and fires seen all along the road. Claim 2 destroyed. 10 damaged.
5 Beaufighters flew uneventful patrols assault area.
2 Beaufighters flew ASR search. One a/c made sighting and gave fixes to control.

414 Sq. - 1 Beaufighter convoy and beachhead patrol. Uneventful.
3 Beaufighters intruded Toulouse. No targets found.

350TH FIGHTER GROUP:

345 Sq. -10 P-47s covered Northbound convoy from 20 miles NE base to 30 West Cap Senetosa. Uneventful.
12 P-47s low altitude patrol Cap Falcon and 70 miles West. No incidents.

347 Sq. - 6 P-47s covered Westbound convoy from Maddalena to Cap Fino.
22 P-47s maintained continuous patrol off North Sardinia and Corsica. At 1720 hours section climbed to 26,000 ft to investigate vapor trails moving South 50 miles off Cap Falcon. Trails turned East and faded at 1800 hours.
2 P-47s & 2 P-39s scrambled for B-26 in distress, a/c seen to crash into sea 5 miles NW Castel Sardo at 1340 hours. Six crew members baled out. Our pilots dropped fluoroscene and circled until the arrival of 2 Catalinas who picked up all six at 1530 hours.

F.A.F.
326 Sq. - Nil.

327 Sq. - 2 Spitfires scrambled at 0650 for bogey plotted 50 miles N Cap Corse at angels 20. Plot faded at 0659. Spitfires were then diverted to second bogey 45 miles N Cap Corse angels 25. At 0710 second bogey faded.
2 Spitfires scrambled 1300 hours for bogey 12 miles South Leghorn angels 34. Later identified as P-38.
2 Spitfires a/b 1215 to investigate raft reported 5 miles east Bastia - identified as wreckage.

328 Sq. - 2 Spitfires a/b 1700 on search for P-47 pilot reported in sea one mile off Alto airfield. At 1720 a/c was ordered to new position 22 miles south and 2 miles off coast. Three men seen swimming and Walrus approaching. Spitfires circled until rescue effected. Returned to first position sighting only wreckage.

A.S.R.
284 Sq. - 1 Walrus picked up 3 crew member of B-25 at 4212 N 0938 E. Mayday 0922 hours rescue effected 1415 hours. Survivors were later transferred to HSL 173.

1 E.R.S.- 2 Catalinas successfully effected rescue of 6 crew members B-26 position 4102 N 0842 E. Mayday given at 1335 hours crew picked up at 1600 hours.

4 S Sq. - 1 Catalina rescued crew of 6 men from B-25 at position 4259 N 0729 E. Mayday 0922 operation completed 1415 hours.

At 1144 hours Mayday was received from unknown a/c 4305 N 0521 E. Control contacted DD in vicinity and rescue effected at 1214 by DD. Further details awaited.

MACAF ASIG NO 40:
West Italy, Sicily, North West Africa, Malta, nothing to report southeast Italy. One Wellington unsuccessfully bombed barges off Peterobco estuary. One Wellington bombed Ravenna scoring hits on target. Total sorties 84 including 63rd Fighter Wing.

A. K. MILLS,
Lt. Col., Air Corps,
A-2.

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HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-AKM/kls

APO 650
20 August 1944.

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 2800 hours 20 August)

NARRATIVE

5 Air Sea rescues made; four by a Catalina of 1 E.R.S. and 1 by an HSL of 254 E.S.R.U. These brings total to 223 rescued. 328 Wing Mosquitos intruded Bergamo and Ghedi. One shot up M/T near Brescia. Wellingtons bombed Imperia and Port de Bouc seeing burst among industrial installations. Others straddled four "F" boats. Venturas attacked two vessels straddling them and seeing bursts on one. Beaufighters attacked same ships leaving one stationary. Venturas also bombed harbors at Genoa, Villafranche, Viareggio, Sestri Levante, Port de Bouc and St. Louis de Rhone. A total of 166 sorties thus far reported.

328 WING, R.A.F.:

153 Sq. - 4 Beaufighters on beachhead patrol. No incidents.

36 Sq. - 4 Wellingtons on A/S patrol - N. Sardinia - S. France. Uneventful.
6 Wellingtons on A/S patrol Sardinia - S. France. Sighted wreckage at 4240N 0636E.
1 Wellington transit patrol Reghaia - Alghero. Uneventful.

14 Sq. - 2 Marauders dusk recce Adgol - Spezia. (See Sightings)
2 Marauders Levanto - Nice. (See Sightings)

256 Sq. - 5 Mosquitos intruded Bergamo and Ghedi. One straffed M/T on Brescia road. No other incidents.

458 Sq. - 4 Wellingtons on armed recce S. France - Italian Riviera.
2 Wellingtons bombed Imperia causing fires in foundry area.
1 Wellington bombed Port de Bouc seeing bursts in oil storage area. 1 Wellington straddled 4 "F" boats at 4417N 0919E.
2 Wellingtons strike against Marauder sighting. Not located.
Wellingtons bombed installations Port de Bouc.

17 Sq. SAAF - 6 Venturas on armed recce following Marauder sighting from Gulf of Genoa along coast of S. France. One attacked 2 vessels at 4320N 0505E straddled both. Bursts seen on one. Shadowed and illuminated. Saw 2 Beaufighters attack. One vessel left stationary. 5 Venturas bombed harbors at Genoa Villafranche, Viareggio, Sestri Levante, Port de Bouc and St. Louis de Rhone.
3 Venturas carried out nickelling operations France.

272 Sq. - 1 Beaufighter strike against Marauder sighting. Not located.

U. S. NIGHT FIGHTERS:

414 Sq. - 6 Beaufighters on beach head patrol. No enemy encountered.

415 Sq. - 1 Beaufighter to intrude over Ghedi airdrome. Generators went dead 15 miles from Italian coast. Returned to base.
9 Beaufighters on G.C.I. patrol. One developed engine trouble and landed Ajaccio. One sighted fire on Elba, later found to be forest fire. Five reported no contacts or sightings. One patrolling west of Ajaccio experienced engine trouble and returned to base. One vectored on to bogey. Contacted and obtained visual. Found to be A-20.

416 Sq. - 1 Beaufighter, detachment at Borgo, patrolled beachhead. No sightings.

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417 Sq. - 2 Beaufighters covered convoy west of Corsica. No incidents.
3 Beaufighters provided defensive cover for beachhead. No incidents.
1 Beaufighter covering beachhead encounterd flak from naval vessels 15 miles south of Cannes at 2050 hours, angels 7000. Colors fired twice which failed to stop flak. Obtained several contacts on bogeys which later turned friendly.
1 Beaufighter on intruder mission over Ghedi. Heavy searchlights encountered near Bergamo. Observed two beacons at Ghedi, one white rotation and one white flashing letter "O".

350TH FIGHTER GROUP:

345 Sq. - 2 P-47 covered northbound convoy west of Alghero.
2 P-47 dawn patrol. No incidents.
14 P-47 patrolled area 100 miles northwest of base.
2 P-39 on same mission as above.

347 Sq. - 2 P-47 dawn patrol. No incidents.
8 P-47 patrol west coast Sardinia and Corsica. No incidents.
10 P-47 covered northbound convoy west of Alghero. One P-47 crashed on take-off. Pilot injured. Wing man returned.

F.A.F.:

4 S Sq. - 2 Walruses on A/S patrol west of Sardinia. No sightings.
1 Walrus on anti-mine patrol, Ajaccio harbor. No incidents.

326 Sq. - 10 Spits on convoy cover west of Ajaccio. No incidents.
2 Spits, protection for Catalina on ASR mission. No incidents.

327 Sq. - 16 Spits on convoy cover northwest of Ajaccio. No incidents.
2 Spits on ASR search for P-47 pilot. No sightings.
2 Spits scrambled for bogey. No contact.
2 Spits scrambled for bogeys. Turned friendly.

328 Sq. - 13 Spits on convoy cover northwest of Ajaccio. No incidents.
2 Spits on dusk patrol. No incidents.

A.S.R.:

284 Sq. - 3 Warwicks NW Corsica. No sightings.
2 Warwicks S. of Toulon. No sightings.
1 Warwick patrol W. of Sardinia. Saw Catalina pick up 6 men at 4057N 0836E.

1ER Sq. - 1 Catalina search for pilot off Rhone delta. No sightings. Escorted by 4 P-38's.
1 Catalina, search between Calvi and Cape Camarct. Rescued four of crew of B-26 of 17th Bomb Group.
1 Catalina on search for two remaining members of B-26 crew above.

254 ASRU - 1 HSL rescued P-38 pilot down 6 miles NW Calvi harbor. Pilot was picked up by a minesweeper and transferred to the HSL which brought him to shore.

SIGHTINGS:

By 14 Sq. - 1923 August 19 at 4315N 0447E 2 vessels 1500-2000 tons, course 090/1.
0614 August 20 at 4314N 0431E 2 barges course 030/7. Later seen with 2 more barges and 1 "F" boat course 100/6. Shadowed until 0817. 2 SEF overheard
1130 August 20 at 4323N 0414E 4 armed barges, 5 "F" boats 2 SEF course 090/8.

By 458 Sq. - 0230 August 20 at 4418N 0915E one unidentified vessel stationary.

By 111 Tac/R - 1400 August 20 entering Marseilles harbor 1 - 175 ft. vessel.

MACAF ASIG NO. 41:

Northwest Africa, West Italy, Malta and Sicily, nothing to report. Southeast Italy. Catalinas on ASR rescued 7 survivors of a B-17 and one pilot of a P-51.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

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C O N F I D E N T I A L

HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-WWW/hso

APO 650
21 August 1944.

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 2200 hours 21 August)

N A R R A T I V E

Wellingtons and Venturas bombed Sestri Levante harbor and St. Louis de Rhone oil storage facilities. Mosquitos and Beaufighters covered the beachhead area. Bergamo A/D was covered by intruders. Three men rescued by PBY and HSL. 80 sorties for the period.

328 WING R.A.F:

14 Sq. - 2 Marauders recced Sete to Spezia. (See sightings).

256 Sq. - 6 Mosquitos patrolled the beachhead area. One chased bandit to Nice but recalled before reaching Nice I.A.Z.
2 Mosquitos intruded Bergamo A/D.

153 Sq. - 4 Beaus on intruder mission to Bergamo.

36 Sq. - 5 Wellingtons on A/S sweep from Corsica to Toulon.

458 Sq. - 5 Wellingtons carried out A/S patrols north of Corsica.
3 Wellingtons on armed recce. One bombed Sestri Levante scoring near misses on east wharf and 2 barges. Two bombed Port St. Louis de Rhone. Saw fires before bombing and added to them.

17 SAAF Sq. - 3 Venturas on A/S patrol west of Corsica.
3 Venturas were out on armed recces. One bombed St. Louis de Rhone starting fires. Two bombed Sestri Levante where fires were started.

U. S. NIGHT FIGHTERS:

414 Sq. - 1 Beau intruded Bergamo A/D. Scored hits on 2 M/T.

415 Sq. - 5 Beaus on C.C.I. patrols in the bridgehead area. No hostiles encountered.

416 Sq. Det. - [illegible] Beaus provided cover for the beachhead without incident.

417 Sq. - 4 Beaus on beachhead patrols. One vectored onto bogey later identified as a Ventura.
2 Beaus intruded Bergamo A/D.

350th FIGHTER GROUP:

345 Sq. - 2 P-47's dusk patrol Alghero sector.

347 Sq. - 4 P-47's on dawn patrol off west coasts of Corsica and Sardinia.

C O N F I D E N T I A L

F. A. F.:

326 Sq. - 6 Spits on convoy protection.

327 Sq. - 8 Spits on convoy protection.

328 Sq. - 8 Spits on convoy protection.

4/S Sq. - 3 Walrus carried out A/S patrols.

AIR SEA RESCUE:

1st E.R.Sq. - 1 Catalina rescued a P-47 pilot south of Genoa.
1 Catalina searched area [illegible]. No sightings.
H.S.L. 2580 rescued two men from a crashed Walrus 10 miles NW of Alghero.

SIGHTINGS:

202250B - 3 barges, 4417N 0818E, course 120/6 -- 458 Sq.
210720B - 3 armed L/C, 1000 tons entering Imperia harbor -- 14 Sq.

FLAK: Bergamo A/D -- Heavy and light. Moderate, Inaccurate.
Heavy, accurate just west of Sarnico.

MACAF ASIG No. 42: Nil.

SORTIES: Week of 13 - 19 August 1944.

Unit	Recces	Armed Recce	Scrambles	Defensive & convoy patrols	ASR	A/S	Intruder	Total
350th				337	4			341
326th			2	90				92
327th			6	84	4			94
328th				102	6			108
414th				43			6	49
415th				59	2		5	66
416th Det.				4				4
417th			1	39			11	51
272		36		16				52
153				13			2	15
256				29			18	47
458		26				26		52
17 SAAF		35			6	8		49
284					21			21
36				10		14		24
14	27					4		31
1st E.RSq					25			25
4/S						7		7
	27	97	9	826	68	59	42	1128

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

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HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-AUU/kls

APO 650
23 August 1944.

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 2200 hours 23 August)

N A R R A T I V E

Wellingtons and Venturas of 328 Wing bombed Sete and Sestri Levante. At the latter harbor fires were started near the slipway, hits scored on the quay, and near misses were scored on a barge. Beaufighters were scrambled to attack a three ship convoy southwest of Spezia. Four R.P. hits were scored leaving one vessel smoking. Follow up Beaufighters probably scored underwater hits on this same vessel. A total of 97 sorties reported.

328 WING R.A.F.

256 Sq. - 5 Mosquitos on beachhead, anti-recce patrol. No enemy encounters.
2 Mosquitos intruded Ghedi. No targets found.

153 Sq. - 3 Beaufighters on beachhead, anti-recce patrol. No enemy encountered.

17 SAAF Sq.
3 Venturas on A/S patrol. (See 36 Sq.)
5 Venturas on armed recces. One returned early. One bombed Sete and 3 bombed Sestri-Levante causing fire near slipway. Hits on quay. Near misses on barge and small craft. (See Sightings)
2 Venturas nickelling mission S. France.

36 Sq. - 5 Wellingtons A/S patrol between west Corsica and Gulf of Genoa. Radar contacts at 0435 hours at 4352N 0922E at a distance of five miles. Contacts vanished at 1½ miles. Nothing seen.
1 Wellington escorted convoy 4122N 0850E to 4120N 0930E.
1 Wellington transit patrol Reghaia-Alghero.

458 Sq. - 4 Wellingtons A/S patrol. (See 36 Sq.)
3 Wellingtons armed recces Gulf of Lyon-Ligurian Sea. 1 bombed Sete harbor. 1 attacked 2 - 1500 ton vessels, 1 E/V of 600 tons, course 300/12 at 4404N 0945E. Unable to see results. 1 attacked 4 F boats at 4417N 0910E. Results not seen.

272 Sq. - 1 Beaufighter recce Genoa-Cap Martin. No sightings.
3 Beaufighters scrambled to attack convoy SW of Spezia, sighted by 458 Sq. 4 R.P. hits scored. Vessel left smoking.
4 Beaufighters sent to make second attack at 0400. Scored probable underwater hits.

14 Sq. - 2 Marauders dusk recce Sete to Viareggio. No enemy sightings.
2 Marauders dawn recce Marseilles to Spezia. (See Sightings)

U. S. NIGHT FIGHTERS:

414 Sq. - 2 Beaufighters on beachhead anti-recce patrol. No enemy encounters.
3 Beaufighters intruded Ghedi. One failed to return.
1 Beaufighter on ASR from Borgo. No sightings.

415 Sq. - 6 Beaufighters on G.C.I. patrol. Many fires seen between Marseilles and Cannes. One Beaufighter vectored on to bogey which later proved friendly.
1 Beaufighter intruded Ghedi airdrome. Saw many flares and bomb flashes in Parma-Spezia area. Sighted yellow lights of 2 a/c near Ghedi. Lights went out and unable to make contacts

417 Sq. - 3 Beaufighters provided cover for beachhead. No incidents. One returned early due to fuel shortage.
1 Beaufighter scrambled for bogey NW Cap Corse. Plot disappeared by the time airborne. Later patrolled beachhead. No incidents.
1 Beaufighter patrolled over Ghedi A/D. Shot at M/T in vicinity of Castiglione and east of Desenzano. No results observed.

350 FIGHTER GROUP:

347 Sq. - 16 P-47's on continuous patrol over area 35 miles NW to 90 miles NW of Cape Falcon. No incidents.
4 P-47's covered north-bound convoy off western coast Sardinia.
2 P-47's dawn patrol. Section leader crashed on take-off. Patrol cancelled. Pilot uninjured.
2 P-47's dusk patrol of Alghero Sector.
2 P-47's at 1505 hours airborne on search for A-24 reported down approximately 4 miles NW of Li Baleoddi. Planes located 2 men on land.

F.A.F.:

328 Sq. - 2 Spitfires on search for wreckage North of Corsica. No sightings.

4-S Sq. - 2 Walrus on A/S patrol and convoy protection. Nothing to report

A.S.R.:

284 Sq. - 2 Warwicks ASR for missing Beaufighter north of Corsica.

1ER SQ. - 1 PBY on mission for A-24 crew, later located on land.

SIGHTINGS:

By 14 Sq. - At 0726 at Sestri Levante - E boat and 50 ton trawler in harbor.
At 0737 at Savona harbor - probable blockship believed oiling jetty.
By destroyer - At 1659 at 4319N 0706E U-boat ASDIC contact by destroyer.
By 17 SAAF Sq. - At 0155 at 4418N 0913E 4 F boats course 290/8.

OBSERVATIONS:

20 S/L in Ghedi area.
Revolving white beacon at - -7069.

MACAF ASIG NO 44:

[illegible]rica, West Italy, Malta, nothing to report. Southeast Italy, Northwest [illegible]tons bombed Zante harbor with unobserved results. 3 Wellingtons 3 Wel[illegible] Grado, bombs falling across corner of target. 1 Catalina picked [illegible] survivors 19 miles west of Vis.
Total sorties, 151.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-AHM/kls

APO 650
23 August 1944.

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 1200 hours 23 August)

NARRATIVE

Wellingtons and Venturas of 328 Wing bombed Sete and Sestri Levante. At the latter harbor fires were started near the slipway, hits scored on the quay, and near misses were scored on a barge. Beaufighters were scrambled to attack a three ship convoy southwest of Spezia. Four R.P. hits were scored leaving one vessel smoking. Follow up Beaufighters probably scored underwater hits on this same vessel. A total of 97 sorties reported.

328 WING R.A.F.

256 Sq. - 5 Mosquitos on beachhead, anti-recce patrol. No enemy encounters.
2 Mosquitos intruded Ghedi. No targets found.

153 Sq. - 3 Beaufighters on beachhead, anti-recce patrol. No enemy encountered.

17 SAAF Sq.
3 Venturas on A/S patrol. (See 36 Sq.)
5 Venturas on armed recces. One returned early. One bombed Sete and 3 bombed Sestri-Levante causing fire near slipway. Hits on quay. Near misses on barge and small craft. (See Sightings)
2 Venturas nickelling mission S. France.

36 Sq. - 5 Wellingtons A/S patrol between west Corsica and Gulf of Genoa. Radar contacts at 0435 hours at 4352N 0922E at a distance of five miles. Contacts vanished at 1½ miles. Nothing seen.
1 Wellington escorted convoy 4122N 08 E to 4120N 0930E.
1 Wellington transit patrol Reghaia-Alghero.

458 Sq. - 4 Wellingtons A/S patrol. (See 36 Sq.)
3 Wellingtons armed recces Gulf of Lyon-Ligurian Sea. 1 bombed Sete harbor. 1 attacked 2 - 1500 ton vessels, 1 E/V of 600 tons, course 300/12 at 4404N 0945E. Unable to see results. 1 attacked 4 F boats at 4417N 0910E. Results not seen.

272 Sq. - 1 Beaufighter recce Genoa-Cap Martin. No sightings.
3 Beaufighters scrambled to attack convoy SW of Spezia, sighted by 458 Sq. 4 R.P. hits scored. Vessel left smoking.
4 Beaufighters sent to make second attack at 0400. Scored probable underwater hits.

14 Sq. - 2 Marauders dusk recce Sete to Viareggio. No enemy sightings.
2 Marauders dawn recce Marseilles to Spezia. (See Sightings)

U. S. NIGHT FIGHTERS:

414 Sq. - 2 Beaufighters on beachhead anti-recce patrol. No enemy encounters.
3 Beaufighters intruded Ghedi. One failed to return.
1 Beaufighter on ASR from Borgo. No sightings.

415 Sq. - 6 Beaufighters on G.C.I. patrol. Many fires seen between Marseilles and Cannes. One Beaufighter vectored on to bogey which later proved friendly.
1 Beaufighter intruded Ghedi airdrome. Saw many flares and bomb flashes in Parma-Spezia area. Sighted yellow lights of 2 a/c near Ghedi. Lights went out and unable to make contacts.

417 Sq. - 3 Beaufighters provided cover for beachhead. No incidents. One returned early due to fuel shortage.
1 Beaufighter scrambled for bogey NW Cap Corse. Plot disappeared by the time airborne. Later patrolled beachhead. No incidents.
1 Beaufighter patrolled over Ghedi A/D. Shot at M/T in vicinity of Castiglione and east of Desenzano. No results observed.

350 FIGHTER GROUP:

347 Sq. - 16 P-47's on continuous patrol over area 35 miles NW to 90 miles NW of Cape Falcon. No incidents.
4 P-47's covered north-bound convoy off western coast Sardinia.
2 P-47's dawn patrol. Section leader crashed on take-off. Patrol cancelled. Pilot uninjured.
2 P-47's dusk patrol of Alghero Sector.
2 P-47's at 1505 hours airborne on search for A-24 reported down approximately 4 miles NW of Li Baleoddi. Planes located 2 men on land.

F.A.F.:

328 Sq. - 2 Spitfires on search for wreckage North of Corsica. No sightings.

4-S Sq. - 2 Walrus on A/S patrol and convoy protection. Nothing to repo[illegible]

A.S.R.:

284 Sq. - 2 Warwicks ASR for missing Beaufighter north of Corsica.

1ER SQ. - 1 PBY on mission for A-24 crew, later located on land.

SIGHTINGS:

By 14 Sq. - At 0726 at Sestri Levante - E boat and 50 ton trawler in harbor.
At 0737 at Savona harbor - probable blockship believed oiling jetty.
By destroyer - At 1659 at 4319N 0706E U-boat ASDIC contact by destroyer.
By 17 SAAF Sq. - At 0155 at 4418N 0913E 4 F boats course 290/8.

OBSERVATIONS:

20 S/L in Ghedi area.
Revolving white beacon at [illegible]-7069.

MACAF ASIG NO 44:

[illegible]rica, West Italy, Malta, nothing to report. Southeast Italy, Northwest[illegible]ons bombed Zante harbor with unobserved results. 3 Wellingtons 3 Wel[illegible] Grado, bombs falling across corner of target. 1 Catalina picked [illegible] survivors 19 miles west of Vis.
[illegible]otal sorties, 151.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

A-2
MATAF

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HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-WWW/kls

APO 650
24 August 1944.

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 2400 hours 24 August)

NARRATIVE

Wellingtons and Venturas carried out anti-submarine searches in the Gulf of Lion and Genoa. Three Venturas nickeled Southern France, and one bombed Montpellier. Bergamo and Ghedi airdromes were covered by Mosquitos and Beaufighters. Beaus and Mosquitos also patrolled the beachhead area. 83 sorties for the period.

328 WING R.A.F.:

458 Sq. - 2 Wellingtons escorted northbound convoy "Batten" off West Sardinia.
6 Wellingtons on A/S hunt in Gulf of Lion and Gulf of Genoa.

17 SAAF Sq.-
2 Venturas on A/S searches Gulf of Lion and Genoa.
3 Venturas dropped nickels in Southern France. One of above bombed Montpellier. No claims.

256 Sq. - 4 Mosquitos patrolled the beachhead area. One closed to one mile of bogey when A.I. went U/S.
4 Mosquitos intruded Ghedi A/D.

153 Sq. - 1 Beaufighter patrolled the beachhead area.
1 Beau intruded Ghedi. Returned early due to poor visibility.

14 Sq. - 2 Marauders recced Marseilles to Spezia. No sightings.

36 Sq. - 6 Wellingtons carried out A/S searches between Sardinia, Gulf of Lion , and Gulf of Genoa.. No incidents.

U. S. NIGHT FIGHTERS:

414 Sq. - 6 Beaufighters patrolled between Corsica and France.

415 Sq. - 5 Beaufighters patrolled the beachhead area. One returned early due to engine trouble.
1 Beaufighter intruded Bergamo A/D. Straffed lighted factory buildings 3 miles W Milan scoring hits.

417 Sq. - 5 Beaufighters patrolled the assault area. One beau vectored at 2310 onto bogey reported 30 miles NW Calvi heading South at 3000'. Bogey turned bandit at 2315. Several fleeting contacts made as bandit took evasive action. Closed to 1½ miles at 100 ft. altitude, bandit still taking violent evasive action. G.C.I. lost track at 2335 70 miles NW Calvi. No further contacts.

350 FIGHTER GROUP:

347 Sq. - 12 P-47's protected Westbound convoy off Sardinia.
10 P-47's covered Northbound convoy off Sardinia.
8 P-47's patrolled the Western Sardinian and Corsican coasts.

F.A.F.:

328 Sq. - 2 Spits scrambled Borgo 1730 for bogey which turned friendly.

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A. S. R.:

1ER Sq. - 1 PBY landed off NW Sardinia and picked up 3 men from A-24 which crashed on land 23/8.
1 PBY still searching last light for B-26 believed ditched South of Genoa.

284 Sq. - 1 Warwick searching last light for seven men in Mae Wests reported by a B-26 to be in the water South of Marseilles.

SIGHTINGS: Nil.

SPECIAL AIRCRAFT RECOGNITION:

Italian Fighter Fiat G-55 "Centauro": The G-55 is the most modern of Italian fighters and became operational only after the collapse of Italy. The Germans have encouraged the production of this high speed fighter which has a performance in some respects comparable to to the ME-109 and Spitfire. Although only a limited number of these aircraft have become operational, they have been encountered on several occasions by Allied heavy bombers over North Italy.

MACAF ASIG NO 45:

Malta and Sicily, Nil report. Southeast Italy, one Wellington bombed Aryostokion. Results unobserved. Walrus picked up pilot of 241 Sq. 4 miles NE Fano. 8 survivors of B-24 picked up by trawler off Manfredonia. Western and Northern Italy, Nil report. Northwest Africa, Nil report.
Special: Mosquito landed North Africa, reported no enemy aircraft in air or on ground on 21/8 at Dijon, Valence, or any landing ground SE of Nimes except one ME-109 which was strafed. Total number of sorties 142.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

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HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-WWW/kls

APO 650
24 August 1944.

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 2200 hours 24 August)

NARRATIVE

Wellingtons and Venturas carried out anti-submarine searches in the Gulf of Lion and Genoa. Three Venturas nickeled Southern France, and one bombed Montpellier. Bergamo and Ghedi airdromes were covered by Mosquitos and Beaufighters. Beaus and Mosquitos also patrolled the beachhead area. 83 sorties for the period.

328 WING R.A.F.:

458 Sq. - 2 Wellingtons escorted northbound convoy "Batten" off West Sardinia.
6 Wellingtons on A/S hunt in Gulf of Lion and Gulf of Genoa.

17 SAAF Sq.-
2 Venturas on A/S searches Gulf of Lion and Genoa.
3 Venturas dropped nickels in Southern France. One of above bombed Montpellier. No claims.

256 Sq. - 4 Mosquitos patrolled the beachhead area. One closed to one mile of bogey when A.I. went U/S.
4 Mosquitos intruded Ghedi A/D.

153 Sq. - 1 Beaufighter patrolled the beachhead area.
1 Beau intruded Ghedi. Returned early due to poor visibility.

14 Sq. - 2 Marauders recced Marseilles to Spezia. No sightings.

36 Sq. - 6 Wellingtons carried out A/S searches between Sardinia, Gulf of Lion, and Gulf of Genoa. No incidents.

U. S. NIGHT FIGHTERS:

414 Sq. - 6 Beaufighters patrolled between Corsica and France.

415 Sq. - 5 Beaufighters patrolled the beachhead area. One returned early due to engine trouble.
1 Beaufighter intruded Bergamo A/D. Straffed lighted factory buildings 3 miles W Milan scoring hits.

417 Sq. - 5 Beaufighters patrolled the assault area. One beau vectored at 2310 onto bogey reported 30 miles NW Calvi heading South at 3000'. Bogey turned bandit at 2315. Several fleeting contacts made as bandit took evasive action. Closed to 1½ miles at 100 ft. altitude, bandit still taking violent evasive action. G.C.I. lost track at 2335 70 miles NW Calvi. No further contacts.

350 FIGHTER GROUP:

347 Sq. - 12 P-47's protected Westbound convoy off Sardinia.
10 P-47's covered Northbound convoy off Sardinia.
8 P-47's patrolled the Western Sardinian and Corsican coasts.

F.A.F.:

328 Sq. - 2 Spits scrambled Borgo 1730 for bogey which turned friendly.

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A. S. R.:

1ER Sq. - 1 PBY landed off NW Sardinia and picked up 3 men from A-24 which crashed on land 23/8.
1 PBY still searching last light for B-26 believed ditched South of Genoa.

284 Sq. - 1 Warwick searching last light for seven men in Mae Wests reported by a B-26 to be in the water South of Marseilles.

SIGHTINGS: Nil.

SPECIAL AIRCRAFT RECOGNITION:

Italian Fighter Fiat G-55 "Centauro": The G-55 is the most modern of Italian fighters and became operational only after the collapse of Italy. The Germans have encouraged the production of this high speed fighter which has a performance in some respects comparable to to the ME-109 and Spitfire. Although only a limited number of these aircraft have become operational, they have been encountered on several occasions by Allied heavy bombers over North Italy.

MACAF ASIG NO 45:

Malta and Sicily, Nil report. Southeast Italy, one Wellington bombed Aryostokion. Results unobserved. Walrus picked up pilot of 241 Sq. 4 miles NE Fano. 8 survivors of B-24 picked up by trawler off Manfredonia. Western and Northern Italy, Nil report. Northwest Africa, Nil report.
Special: Mosquito landed North Africa, reported no enemy aircraft in air or on ground on 21/8 at Dijon, Valence, or any landing ground SE of Nimes except one ME-109 which was strafed. Total number of sorties 142.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

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C O N F I D E N T I A L

3I--PDB/vs

HEADQUARTERS
SIXTY THIRD FIGHTER WING

APO 650
25 August 1944.

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 2200 hours 25 August)

N A R R A T I V E

Venturas bombed shipping Sestri Levanti. Near misses claimed on 2 V/S and four barges.
Beaufighters scored cannon strikes on schooner 4403N. 0955E. P-47 Pilot successfully brought to base by H. S. L. 68 Sorties for the period.

328 WING R.A.F.:

272 Sq. Det. - 2 Beaufighters recced Spezia-Genoa. No sighting.
6 Beaufighters anti-shipping strike searched coast East of Genoa. One a/c attacked small schooner 4403N-0955E. Strikes scored with cannons.

256 Sq. - 5 Mosquitos. Uneventful beachead patrols.
3 Mosquitos intruded Bergamo. No targets located.

153 Sq. - 2 Beaufighters patrolled beachhead without incident.

14 Sq. - 2 Marauders recced Nouvelle, Nice, Spezia. No sightings.
2 Marauders recced same area. Sighted at 0720 hrs 4420N-0855E. 5 small barges and 1 "E" boat 100/3. Rear gunner scored probable strikes on "E" boat.

17 SAAF Sq. - 2 Venturas armed recco bombed shipping at Sestri-Levanti. Near misses scored on 2 V/S, 4 barges and 1 trawler.
4 Ventura convoy escort. Uneventful.

458 Sq. - 5 Wellingtons carried out convoy escorts. No incidents.

36 Sq. - 6 Wellingtons were engaged on A/S patrols, Sardinia, Corsica and Southern France. A fleeting contact was made at 1½ miles, but no visual was obtained.
1 Wellington patrolled west Corsica. No sighting.
1 Wellington uneventful transit patrol. Reghaia to Alghero.

U. S. NIGHT FIGHTERS:

414 Sq. - 2 Beaufighters patrolled bechhead without incident.
1 Beaufighter scrambled for bogey which turned friendly.

415 Sq. - 5 Beaufighters patrolled beachhead area.
1 Beaufighter intruded Bergamo. Two contacts were obtained at two miles but subsequently lost.

417 Sq. - 5 Beaufighters covered the beachhead from 1940 hours to 0555 hours. Uneventful.
1 Beaufighter a/c for intruder mission Bergamo was unable to pin-point coast position due to poor visibility.

350 FIGHTER GROUP:

345 Sq. - 4 P-47's Dawn and dusk patrols Ajaccio area.

347 Sq. - 2 P-47's Dawn patrol Alghero area. Uneventful.
8 P-47's Convoy escort from 0840 hrs to 1345 hrs. No incidents.
2 P-47's Dusk convoy protection. Uneventful.

F. A. F.:

4/S Sq. - 1 Walrus convoy escort. Uneventful.

C O N F I D E N T I A L

C O N F I D E N T I A L

A. S. R.:

284 Sq. - 1 Warwick searched area southwest Marseilles. No sightings.

1 E.R.S. - 4 Catalinas A.S.R. searches. No sightings.

A.S.R.U. - Pilot of P-47 picked up by civilian boat 2 miles east Sisco, transferred to and landed safely by H.S.L. 175.

SIGHTINGS:

0507 Hours - 1 V/S and 3 barges 4409N. 0923E. (17 SAAF)
0615 Hours - 1 E/V, 2 unidentified vessels 4412N. 0923E. (17 SAAF)
2120 Hours - 5 Barges 4415N. 0921E. (14 Sq.)
0720 Hours - 5 Barges and 1 "E" boat 4420N. 0555E. 100/6. (14 Sq.)

MACAF ASIG NO. 46:

Northwest Africa, Malta and Sicily, nothing to report. Southeast Italy, two Wellingtons attacked Grado. Bombs from one fell to northeast of town, others unobserved. One Wellington missing, A.S.R. operation resulted in rescue of six aircrew.
West Italy, one Beaufighter scrambled but failed to intercept recce over Civitavecchia. Total number of sorties 119.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

C O N F I D E N T I A L

CONFIDENTIAL

HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-WWM/skr

APO 650
26 August 1944

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 2200 hours 26 August)

NARRATIVE

Wellingtons and Venturas bombed shipping in Sestri Levante harbor. Bombs from Ventura straddled ships. Ventura scored near misses on an E/V near Genoa. A Beaufighter on patrol attacked 5 barges south of Sestri Levante. No strikes seen. Beachhead patrols by Mosquitos and Beaufighters were uneventful. 52 sorties for the period.

328 WING, R.A.F.:

17 SAAF Sq. - 3 Venturas recced Genoa to Spezia. One Ventura illuminated and bombed shipping in Sestri Levante Harbor. Bombs straddled the ships. Bush fires seen back of the town. One Ventura bombed 1 E/V and 1 V/S off Genoa, course 120/8 at 0510B. Near misses on E/V. One Ventura dropped nickels at St. Flour.

458 SQ. - 3 Wellingtons carried out A/S patrols NW of Corsica. 1 Wellington on armed recce from Genoa to Spezia. No sightings. Bombed shipping in Sestri Levante Harbor. Several brush fires observed behind the town.

36 Sq. - 3 Wellingtons on A/S patrol off NW Corsica.

14 Sq. - 1 Marauder recced Nice to Spezia. No sightings.

256 Sq. - 6 Mosquitos covered the beachhead area. Contact on bogey which turned friendly.

272 Sq. - 1 Beau on patrol attacked 4 or 5 barges going South off Sestri Levante at 2214 B. No hits seen.
4 Beaus scrambled for 5 barges sighted by 17 Sq. off Sestri Levante. No sightings.
4 Beaus scrambled to strike 1 E/V and 1 V/S sighted by 17 Sq. off Genoa. Vessels not sighted.

153 Sq. - No operations.

U. S. NIGHT FIGHTERS:

414 SQ. - 4 Beaus covered the assault area.
1 Beau patrolled West of Corsica.

415 Sq. - 6 Beaus carried out uneventful G.C.I. patrols in the beachhead area.

417 Sq. - 5 Beaufighters patrolled the assault area without incident.
1 Beau scrambled Borgo at 2250 to West side of Corsica. At 300' range obtained a visual and identified bogey as A-20.

350th FIGHTER GROUP:

347 Sq. - 4 P-47's patrolled Alghero area at dawn and dusk.

F.A.F.:

328 Sq. - 2 Spits scrambled Borgo 0613 for plot which turned friendly.

A. S. R.:

1 ER Sq.- 1 PBY searched south of Marseilles for one crewmember of B-26.
284 Sq. - 2 Warwicks searched above area.
A.S.R.U.- 1 Launch aided in search south of Marseilles.

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C O N F I D E N T I A L

SIGHTINGS:

252124B - 5 heavily armed barges outside of Sestri Levante harbor 17 Sq.
252145B - 1 V/S and 1 E/V 4 miles south of Genoa going south. 272 Sq.
260420B - Same V/S and E/V 4405 N 0945 E, course 120/8. 17 Sq.
261030B - 1 C/L, 2 DD, 1 S/M just inside breakwater at Spezia. 87 FW.
26/8 - 5 small E/V in Monaco. P.R.U.

MACAF ASIG NO 47 FOR AUGUST 25 :

Northwest Africa with Italy Malta Sicily nothing to report. Southeast Italy three Wellingtons bombed Lussin Piccolo Harbor but results were unobserved. 18 survivors were picked up by HSL Walrus Catalina and Warwick aircraft cooperating. A Beau attacked an enemy aircraft between Ancona and Ravennafiri - three short bursts and saw the flash of an explosion. The enemy aircraft is claimed as probably destroyed. Total sorties 94.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

C O N F I D E N T I A L

C O N F I D E N T I A L

HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-AKM/pm

APO 650
27 August 1944

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 2200 hours 27 August)

N A R R A T I V E

Beaufighters of 328 Wing scored four probable R.P. hits on a merchant vessel and probable underwater hits on this vessel and its two escorts. Venturas attacked a convoy of 4 barges and 3 escort vessels scoring near misses. Other Venturas bombed shipping in Genoa and Sestri Levante harbors seeing bursts in the target areas. Catalina of 1 E.R. Sq rescued three crew members of a 36 Squadron Wellington down West of the straits of Bonafacio. 61 sorties thus far reported.

328 WING R.A.F.:

256 Sq. - 6 Mosquitos on uneventful patrol of beachhead.

36 Sq. - 1 Wellington convoy escort. Failed to locate convoy Purify.
3 Wellingtons on a/s hunt Corsica-S. France. No sightings. One Wellington is missing.
2 Wellingtons uneventful transit patrols Reghaia - Alghero.

14 Sq. - 1 Marauder on dusk patrol Monoco - Spezia. No sightings.
1 Marauder Nice - Spezia. No sightings.

272 Sq. - 2 Beaufighters on armed recce. One attacked gun position at Portofino and jetty South of Camogli. Same a/c attacked convoy scoring possible cannon hits. (See Sightings)
4 Beaufighters on strike attacked convoy off Lavagna scoring four probable R.P. hits on one M/V and probable underwater strikes on this vessel and two escort vessels.
4 Beaufighters on strike from West of Spezia to Cape Mele. Saw no targets.

458 Sq. - 3 Wellingtons on a/s hunt Corsica - S. France. No sightings.
1 Wellington on a/s patrol and naval co-op S of Cannes. No incidents.

17 SAAF - 6 Venturas on armed recces San Remo - Spezia. Two attacks made on convoy of 4 barges and 2 E/VS at 4420 North 0907 East. Near misses. 3 Venturas attacked 2 VS in Sestri Levante harbor. Bursts seen in target area. 1 Ventura attacked VS in Genoa harbor. No results seen due to AA.

350th FIGHTER GROUP:

345 SQ. - 2 P-47's - Dawn patrol. No incidents.
2 P-47's - Dusk patrol. No incidents.

347 SQ. - 2 P-47's - Dawn patrol of Alghero sector. No incidents.
2 P-47's - Convoy patrol.

U.S. NIGHT FIGHTERS:

414 Sq. - 3 Beaufighters on uneventful patrols over beachhead area.

415 Sq. - 5 Beaufighters carried out G.C.I patrols. 1 Beaufighter vectored on to bogey which later turned out to be friendly. 2 Beaufighters returned to base after A.I. went U/S.
1 Beaufighter intruded over Ghedi. Observed flares North of Leghorn - large explosion just South of Spezia. Runway lights and flashing beacon at Bergamo when informed by observer that another a/c was following, dove to deck and went into evasive action.

(OVER)

C O N F I D E N T I A L

417 Sq. - 3 Beaufighters on G.C.I. patrols over beachhead area.
1 Beaufighter scheduled for G.C.I. patrol experienced engine trouble immediately after take-off and did not complete mission.
1 Beaufighter intruded over Ghedi. No activities over airdrome. Attacked M/T on road South of Lake Garda with unobserved results. At 2245 North of Piacenza fired on by what was believed to be friendly a/c. No damage.

AIR SEA RESCUE:

284 Sq. - 2 Warwicks searched NE of Corsica for man in May West. Not found.
2 Warwicks searched for B-26 reported down off Marseilles. No sightings.

1 E.R.S.- 1 Catalina on A.S.R. for Wellington of 36 Sq. down West of Straits of Bonafacio. Three survivors picked up.

254 ASRU -1 HSL on A.S.R. for Wellington crew. (See above)

SIGHTINGS:

By 272 Sq. - Convoy at 44°22' North 09°[illegible]' East course East.
; M/V and 2 E/V off Lavagna.

By 17 SAAF - 0400 at 44°05' North 09°35' East - 2 vessels course 330/10.

INFORMATIONAL DATA:

Following message received from Hq MAAF:

"INSIGNIA NOW BEING CARRIED ON BRAZILIAN AIRCRAFT IS A FIVE POINT STAR ON A BLUE CIRCLE BACKGROUND WITH A BLUE SEMI (?) CIRCEL IN THE CENTRE OF THE STAR CMA EACH POINT OF THE STAR IS DIVIDED FROM POINT TO BASE IN GREEN AND YELLOW"

MACAF ASIG NO 48 FOR AUGUST 26:

Malta, Sicily Western and Northern Italy: Nil reports. South East Italy: Wellington bombed four Easy Boats 453[illegible] North 1338 East. One definite hit, Easy Boat disappeared in sheet of flame. Two Wellingtons bombed Ravenna causing fires. Wellington bombed Grado; hits on jetty Total number of sorties 104.

A.K. MILLS
Lt. Col., Air Corps,
Wing A-2

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HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-PDB/kls

APO 650
28 August 1944.

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 2200 hours 28 August)

NARRATIVE

Wellingtons and Venturas bombed shipping Sestri-Levante, many bursts seen in target area and one large explosion witnessed. Beaufighters intruding Bergamo area attacked M/T, two claimed destroyed and thirty one damaged. Beaufighters scored probable R.P. strikes on S/B 3 miles South Finale Ligure. PBY rescued 3 crewmembers of Wellington. Position 41 [illegible]N 0732E.

328 WING R.A.F.:

256 Sq. - 6 Mosquitos operated over beachhead. Uneventful.

458 Sq. - 1 Wellington a/b on A/S patrol, later recalled.
3 Wellingtons anti-shipping recce, Gulf of Genoa. Two Wellingtons attacked a 5000 ton M/V and two V/S 1500 tons at Sestri-Levante. Many hits in target area and one large explosion seen.
1 Wellington received flak from postion 4418N 0912E and bombed area. No claims.

17 SAAF - 7 Venturas anti-shipping recce Gulf of Genoa. One a/c attacked six V/S position 4409N 0822E course 230/6 at 2241 hours. Bombs overshot. Two a/c attacked shipping Sestri-Levante harbor. (See 458 Sq.) One a/c bombed 3 large vessels in Genoa harbor, results not seen due to intense flak.

36 Sq. - 1 Wellington transit patrol Reghaia to Alghero. Uneventful.
9 Wellingtons ASR search off Sardinia. At 1322 hours position 4124N 0710E wreckage believed to be of missing Wellington sighted. See A.S.R.

14 Sq. - 1 Marauder recce Monaco-Spezia. Large fire and much smoke seen on docks at Savona.
1 Marauder recce Genoa-Cap Martin. No sightings.

272 Sq. - 4 Beaufighters anti-shipping strike. R.P. attack made on 3 barges three miles South Finale Ligure. Probable hits claimed on one. One Beaufighter failed to return.
4 Beaufighters offensive patrols. No sightings.

350TH FIGHTER GROUP:

347 Sq. - 2 P-47's dawn patrol Alghero area. No incidents.
6 P-47's A.S.R. search sighted PBY making rescue.
2 P-47's dusk patrol. No incidents.

345 Sq. - 2 P-47's dawn patrol Alghero Sector. No incidents.

U.S. NIGHT FIGHTERS:

414 Sq. - 3 Beaufighters operated over beachhead. Uneventful.

415 Sq. - 5 Beaufighters patrolled assault area. Contacts on friendly a/c only.
1 Beaufighter intruded Bergamo. Two attacks were made on long line of stationary M/T on the road from Brescia to Rovato. Two M/T claimed destroyed and 30 damaged.

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C O N F I D E N T I A L

417 Sq. - 5 Beaufighters patrolled beachhead. One a/c vectored after bogey but plot faded after 5 minutes.
1 Beaufighter was scrambled, but was unable to contact control. Returned to base on orders from Sector.
1 Beaufighter intruded Bergamo. M/T and trailer attacked 5 miles East of A/D. Results not seen. Two M/T West of Crema were also attacked and numerous strikes observed.

F.A.F.: Nil.

AIR SEA RESCUE:

284 Sq. - 5 Warwicks ASR mission fro missing Wellington. Sighting made. (See 1 ER SQ.)
2 Warwicks ASR search for missing Beaufighter South Imperia. No sighting made.

1ER Sq. - 1 PBY rescued 3 crewmembers of Wellington from position 4120N 0732E.
1 PBY carried out ASR patrol. Uneventful.
1 PBY ASR mission. Sighting made but only body found.
1 PBY ASR search. No sighting.

INTELLIGENCE NOTES:

Following message received from Hq. MAAF:

" HEADQUARTERS AEAF STATE GCI CONTROLLED NIGHT FIGHTERS FOR PROTECTION OF PARIS ARE OPERATING PARIS AREA. INSTRUCTIONS ARE TO BE ISSUED THAT NO FRIENDLY AIRCRAFT ARE TO FLY AT NIGHT WITHIN 10 MILES RADIUS OF CENTER OF CITY UNLESS SPECIAL ARRANGEMENTS ARE MADE IN ADVANCE WITH 2nd TAF."

MACAF ASIG NO. 49 FOR 27 AUGUST :

Northwest Africa, Western Italy and Northern Sicily; nothing to report. Malta; 2 Venturas escorted GUS 50 owing to threat of U-boat which left Pola about 28 July and since not located. Southeast Italy; Wellingtons and Marauders continued the anti-E boat and shipping blockade of the North Adriatic. Sighted 4 E boats on northerly course north of Ravenna. 10 Wellingtons on this task sighted no shipping so attacked Ravenna. Ponto Garibaldi. Prevesa. Argostolioni. Number of sorties 95 of which 4 from Vis.

SORTIES 20-26 AUGUST:

	Reccos	Sweeps	Scrambles	Patrols	ASR	A/S	Intruders	Nickel	Total
350 F. G.				102	02				104
326 Sq.			02	37	08				47
327 Sq.				54	04				58
328 Sq.			04	52	08				64
414 Sq.			07	21			12		40
272 Sq.		13							13
415 Sq.				36			12		48
14 Sq.	29				01				30
416 Sq.				05					05
36 Sq.						50			50
417 Sq.			02	29			06		37
17 Sq.		24				32		09	65
284 Sq.					16				16
458 Sq.		17				26			43
1 ER Sq.					26				26
256 Sq.				18			30		48
4 S Sq.						12			12
153 Sq.				10			07		17
	29	54	15	364	65	120	67	09	723

AIR VICTORIES: 21/22 August, Mosquito, 256 Sq. damaged JU88 near Ghedi.

A. K. MILLS,
Lt. Col., Air Corps,
W A-2.

C O N F I D E N T I A L

C O N F I D E N T I A L

HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-PDB/vs

APO 650
29 August 1944.

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 2200 hours 29 August)

N A R R A T I V E

One Beaufighter attacked and put out of action flak position west-side of Genoa Harbour. Venturas attacked small vessel at 4423N. 0808E. Vivid explosion resulted. Shipping at Sestri-Levante and Porto Fino also attacked.

28 WING R.A.F.:

272 Sq. - 4 Beaufighters armed patrol. No sightings.
1 Beau attacked light flak position on jetty, west-side Genoa harbour and knocked it out.

153 Sq. - 2 Beaufighters patrolled over beachhead. No incidents.

256 Sq. - 5 Mosquitos patrolled over beachhead. No incidents.

14 Sq. - 1 Marauder escorted C/V Pentagon. Day 28 - No incidents.
1 Marauder recced Cap Martin-Spezia. Light flak from Imperia, Levanto and Sestri Levante. Returned fire at latter two.
1 Marauder recced Nice to Spezia. Scant light flak at Gallinaria Isle. Fire returned. Possible hits on Light house.

36 Sq. - 3 Wellingtons escorted Convoy Pentagon night 28/9. Uneventful.
4 Wellingtons ASR for missing Wellington off Sardenia. No sightings.

17 SAAF - 3 Venturas, armed recce Spezia-Genoa, attacked 1 small vessel (see sightings) causing vivid explosion and bombed shipping targets in Sestri Levante and Porto Fino. Also A/S beachhead patrols uneventful.

458 Sq. - 3 Wellingtons, armed recce Spezia-Genoa. See 17 SAAF above.

U.S. NIGHT FIGHTERS:

414 Sq. - 4 Beaufighters on regular G.C.I. patrols over convoy routes and beachhead. No incidents.

415 Sq. - 5 Beaufighters on G.C.I. patrols. One returned early due to R.T. failure.
1 Beaufighter intruded over Ghedi area. Scored hits on 3 M/T's. Sighted heavy traffic on Brescia-Verona highway but lights went out before attack could be made. Lighted runway seen at Mantova.

417 Sq. - 5 Beaufighters operated beachhead area. Uneventful.
1 Beaufighter intruded Ghedi. M/T strafed between Briscia-Verona. No claims.

350TH FIGHTER GROUP:

347 Sq. - 28 P-47's flew patrols over 4 convoys. No incidents.

F. A. F.:

328 Sq. - 2 Spits on ASR patrol off Cape Corse. Only wreckage found.
Det.

AIR SEA RESCUE:

284 Sq. - 2 Warwicks searched for missing Beaufighter of Savona.

SIGHTINGS:

284 Sq. - Small 3 island type C/S off Alassio, Stationary.
17 SAAF - At 0447 3 stationary barges in Sestri-Levante.
At 2038 at 4421N 0834E - 4 barges. Course 080/10.
At 2239 at 4423N 0808E - 1 small vessel.

INTELLIGENCE:

Photo cover of North Italy recce Bases shows:

On 28/8 - Bergamo/Seriate - 13 JU-88, 2 JU-188, 3 ME-410 and 4 SEF.
On 28/8 - Ghedi - 4 JU-88, 3 ME-410, and 16 SEF.
On 27/8 - Villafranca - 4 JU-88, 8 ME-410, and 17 SEF.

M.A.A.F. reports that on 27/8, there were 34 JU-88's and JU-188's on the above 3 A/D's and state that the increase may be due to arrival of JU-88 recces and/or torpedo-bombers evacuated from Southern France.

MACAF ASIG NO. 50 FOR 28 AUGUST:

Malta, northwest Africa, western Italy and northern Sicily, nil report.

Southeast Italy: One Wellington with Beaufighter escort on anti E-boat off Dubrovnik, no E-boats sighted. Bombs dropped on Dubrovnik. Anti E-boat and shipping patrol north Adriatic, 4 Wellingtons attacked three Destroyers, three E-boats and 3,000 ton M/V twenty miles north of Ravenna course south, claim hit on stern of M/V. Other results unobserved. Two Wellingtons despatched found nothing, bombed Ravenna, no results observed. One Marauder recce Corfu to Cape Matapan. No sightings. Number of sorties 127 of which 8 from Vis.

A. L. MILLS,
Lt. Col., Air Corps,
Wing A-2.

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C O N F I D E N T I A L

HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-PDB/skr

APO 650
30 August 1944

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 2200 hours 30 August)

N A R R A T I V E

One Ventura bombed 2 V/S 450-500 tons in Sestri Livante Harbor. Flashes seen in target area. Wellington bombed three 1,000 ton M/Vs 4417 N 0918 E. Cloud obscurred results of attack.

328 Wing, R.A.F.:

272 Sq. Det. - Nil Operations.
256 Sq. - 2 Mosquitos beachhead patrols. Uneventful.
153 Sq. - 2 Beaufighters beachhead patrols. Uneventful.
36 Sq. - 5 Wellingtons escorted the convoys "Dismal" "Rabbi" and "Eureka". No incidents.
1 Wellington A/S patrol Re[illegible]aia - Alghero. No sightings.
458 Sq. - 3 Wellingtons recced Gulf of Genoa. One a/c abandoned patrol due to weather. One a/c had S/E contact at 0055 on three 1,000 ton M/Vs position 4417 N 0918 E. Cloud obscured results of attack. Another a/c was directed to same target, but failed to locate, due bad visibility.
17 SAAF - 4 Venturas recced Gulf of Genoa. One a/c bombed 2 V/S 450-500 tons in Sestri Levante harbor. Flashes seen in target area. Three a/c were recalled due to bad weather.
1 Ventura carried out convoy escort duties.
14 Sq. - 2 Marauders uneventful convoy escort.
1 Marauder recced Nice - Spezia. No sightings.
1 Marauder recced Cap Martin - Spezia, column of smoke rising to 500 ft seen on Genoa waterfront.

U. S. NIGHT FIGHTERS:

417 Sq. - 5 Beaufighters patrolled assault area. One a/c returned early due to AI failure. One a/c chased bogey in area Hyeres island, closed to 5 miles, but control unable to give assistance. Plot faded.
415 Sq. - 6 Beaufighters operated over beachhead. One a/c crash landed Southern France. Crew reported safe. One returned early due AI failure.
1 Beaufighter Intruder Bergamo, returned early due to bad weather.

F.A.F:

4/S Sq. - 2 Walrus carried out uneventful convoy escort.

A.S.R: Nil.

SIGHTINGS:

17 Sq. - 2210 - 2 small M/Vs 450-500 tons 4417 N 0923 E - stationary.
458 Sq. - 0045 - 3 M/V 1,000 tons 4417 N 0918 E - 115/8.
0320 - 3 Unidentified V/S 4418 N 0910 E - 320/10.

MACAF ASIG NO 51 FOR AUGUST 29:

Malta, Northwest Africa, Western Italy, Northern Italy - nothing to report. Southeast Italy. One Wellington 221 and Beaufighter 255 on anti E boat patrol off Dubrovnik on completion docks Dubrovnik were bombed. Four Wellingtons 221 carried out offensive shipping and anti-E boat patrol, North Adriatic - no sighting, two attacked Ravenna - unobserved results - two attacked Kraljevica - causing large fires in outskirts town. One Marauder recce north Adriatic - nil sightings. One Catalina picked up eight survivors B-24 brought by Partisans from KRK. Total sorties - 117 of which four from Vis.

A. K. MILLS,
Lt. Col., Air Corps,
Wing A-2.

C O N F I D E N T I A L

HEADQUARTERS
SIXTY THIRD FIGHTER WING

ABI-AMI/pm

APO 650
31 August 1944

DAILY INTELLIGENCE SUMMARY
(24 hour period ending 2200 hours 31 August)

NARRATIVE

Beaufighters, Wellingtons and Venturas were active against shipping and coastal targets between Spezia and Imperi . One F boat probably sunk and a number of near misses claimed. Mosquitos and Beaufighters intruded over Lyons area, shooting up flare path at Lyons a/d. Total sorties thus far reported are 49.

328 WING R.A.F.:

272 Sq. - 2 Beaufighters on patrol sank one E boat and scored hits on another off Portofino.
2 Beaufighters scrambled for above sighting. Attacked four barges and two small vessels in Sestri Levante harbor. Probable R/P and cannon hits. Small red glow seen on leaving.
4 Beaufighters on strike sighted 2 F boats and 3 S/C. 1 Beaufighter made 2 attacks with R/P hits observed on F boat claimed probably sunk. Final results obscured by low cloud. One Beaufighter missing from this operation.
2 Beaufighters scrambled for above strike forced to return due to bad weather.

36 Sq. - 2 Wellingtons transit patrol Reghaia - Alghero.

14 Sq. - 2 Marauders recce Nice - Spezia. No sightings. One encountered heavy/accurate/intense flak from shore batteries at Porto Mauer headland.

458 Sq. - 4 Wellingtons armed recce S of Genoa. One bombed 2 fast MTB's at 43:50N-08:12E headed NE. One bombed 4 V/S at 44:13N-08:25E. In both cases cloud obscured results. Shadowed 4 V/S into Savona harbor.
1 Wellington bombed V/S's in Portofino Harbor with bursts seen in target area.
1 Wellington bombed 4 barges and 2 V/S at 44:16N-09:21E with bursts near leading V/S. Convoy shadowed into Sestri Levante.
1 Wellington sent to strike above convoy illuminated Sestri Levante ineffectively due heavy low cloud. This a/c bombed harbor but cloud blinded results. Red glow seen before and after attack.

17 SAAF - 4 Venturas armed recce Gulf of Genoa. One bombed shipping at Savona. Bursts in target area. One big explosion and fires seen around town. Heavy/intense/accurate flak from Genoa harbor. One Ventura bombed 2 V/S in Sestri Levante harbor. Bombs struck buildings on mole, exploding with smoke up to 3,500 ft. One Ventura bombed 3 V/S at San Margharita. Unable to see results. One Ventura bombed 2 V/S of 1,000 tons at Sestri Levante harbor. One very near miss claimed.
1 Ventura on strike at Sestri Levante. No sightings.

153 Sq. - 4 Beaufighters intruded Lyons area. One Beaufighter shot up Lyons A/D twice hitting flare path. One flood light extinguished.

256 Sq. - 2 Mosquitos intruded Lyons area. No incidents.

U. S. NIGHT FIGHTERS:

414 Sq. - 4 Beaufighters on beach head patrol. Uneventful.

415 Sq. - 1 Beaufighter patrolled over Southern France. No incidents.
2 Beaufighters intruded Lyon-Dijon area. Both returned early; one due to radio going U/S, other due to bad weather.
1 Beaufighter on G.C.I patrol returned early due to generator trouble.
1 Beaufighter on patrol vectored on to bogey which was identified as a B-17.

417 Sq. - 3 Beaufighters patrolled assault area without incident.
2 Beaufighters airborne to intrude Lyon-Dijon area were forced to return to base before reaching target due to thunder storms.

AIR SEA RESCUE:

284 Sq. - 1 Warwick on ASR East of Corsica for P-47 Pilot. No sightings.

1 E.R.S. - 1 PBY standby patrol Borgo.
1 PBY standby Calvi.

INTELLIGENCE NOTES:

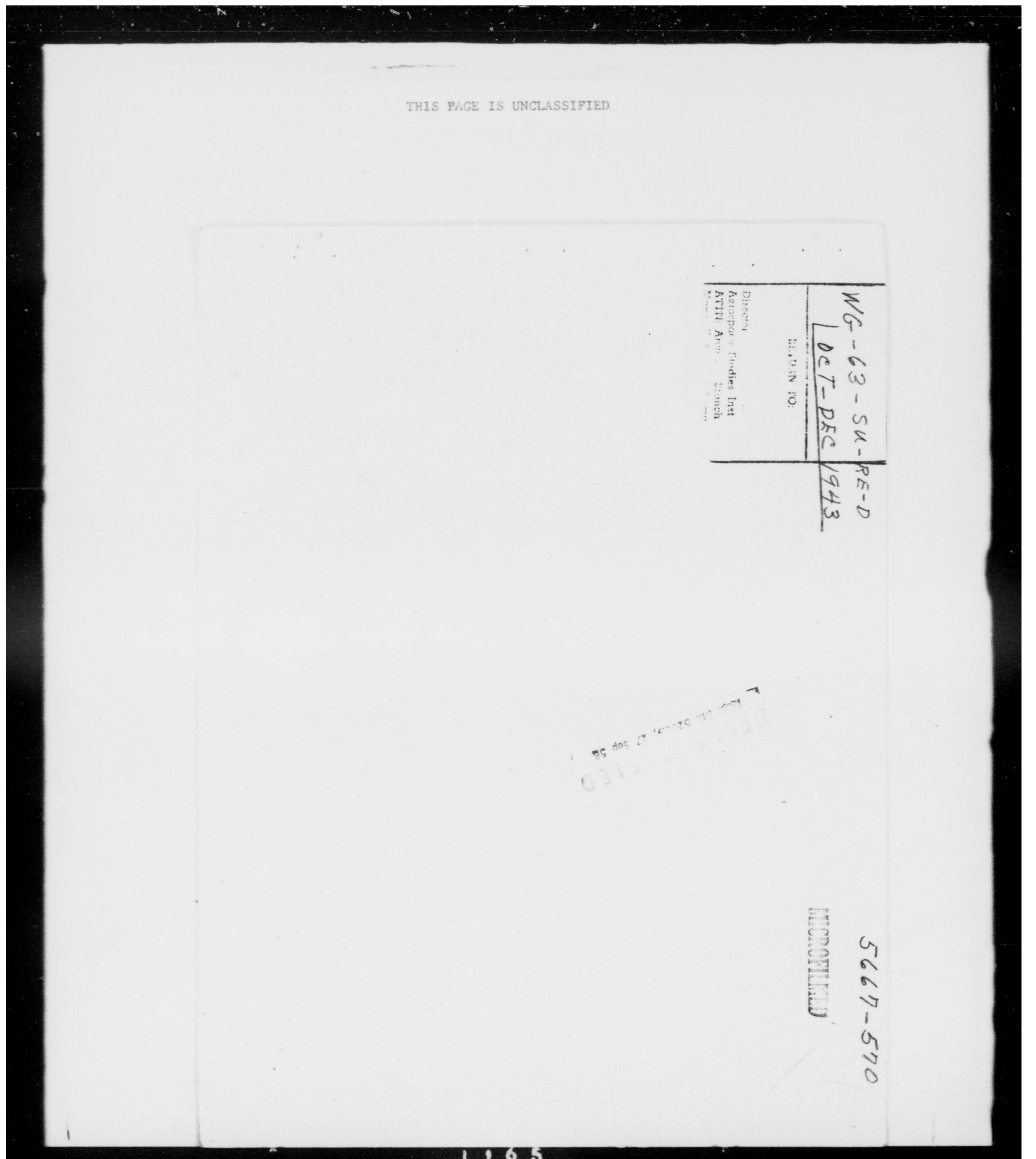
The exhaust flame pattern is different on the A-20 K now being used. There is a collector ring on both cylinders and individual stacks on bottom cylinders. This gives a bright flame where the nascelles joins the wing.

MACAF ASIG NO 52 FOR AUGUST 30:

Malta, North West Africa, Western Italy and Northern Sicily: Nothing to report, South East Italy: 2 Beaufighters on intruder over Danube destroyed 200 feet barges at Balkzio. 4 Wellingtons on anti shipping patrol North Adriatic, no sightings. One attacked Ponte Garibaldi. One scoring hits on docks. Two attacked Kraljevica. One Marauder sortie. No sightings. Total sorties 60 of which 6 from Vis.

A.K. MILLS,
Lt. Col., Air Corps,
Wing A-2

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S E C R E T
(Equals British Most Secret)

WAR DIARY
SIXTY THIRD FIGHTER WING
1 OCTOBER 1943 TO 31 DECEMBER 1943

In October the movement of the 63rd Fighter Wing to Corsica-Sardinia began. An Advanced Party left Reghaia on October 9th to make preparation on the islands for the setting up of the Wing and its units.

The Wing continued operations in North Africa controlling the Casablanca, Oren, Algiers, and Djidjelli Fighter Sectors. The newly activated 2688 Hq and Hq Squadron took over the Air Defense of Corsica with their headquarters at Ajaccio.

The enemy made two air attacks on convoys off Cape Tenez during the month. In the October 4 attack, P-39's of 3/6 (Fr) Sq destroyed two Do-217's and claimed one Do-217 probably destroyed.

Our aircraft were waiting for the suspected attack at dusk on October 21st near Cape Tenez. The 345th Squadron scored its First victories by destroying 1 Do-217 and 1 He-111. In Corsica the 1/3 (Fr) Sq destroyed two enemy aircraft during the month, and the 2/7 (Fr) Sq destroyed 3 and damaged 2.

OCTOBER VICTORIES

Squadron	Destroyed	Probable	Damaged	Place
345th	1 Do-217 1 He-111	1 He-111		Cape Tenez
153	1 Do-217 1 He-111			Cape Tenez
3/6 (Fr)	2 Do-217	1 Do-217		Cape Tenez
1/3 (Fr)	1 Fi-167 1 Do-217			Ajaccio
2/7 (Fr)	2 Ju-88 1 Me-109		2 Ju-88	Ajaccio Area
TOTALS	11	2	2	

SHEET NO. 29
WAR DIARY, 63RD FIGHTER WING, 1-10-43 TO 31-12-43.

NOVEMBER

The movement of units continued in November. C-47 Air Transports were used to fly priority personnel and equipment to Corsica and Sardinia, while ship and motor convoys transported the rest.

The movement of our Squadron throughout the month casued a decrease in the number of sorties flown. Victories for the month totaled 1 enemy aircraft destroyed and 3 probably destroyed.

NOVEMBER VICTORIES

Squadron	Destroyed	Probable	Damaged	Place
414	1 He-177			Bougie Bay
417		1 Do-217		Arzew
2/7 Sq (Fr)		2 Ju-88		Ajaccio area.
TOTALS	1	3		

On Nov 24th at 1600 hours the Rear Echelon of the 63rd Fighter Wing went off operations in Africa, the Sectors being taken over by 210 Group (RAF).

This same evening, Bastia was bombed by the G.A.F. but no casualties or damage were inflicted upon our organization. Thanksgiving Day arrived with the Advanced Echelon in Corsica and Sardinia, and the Rear Echelon still in Africa. Turkey dinners were served in both places.

In a simple presentation ceremony, Lt. Col. James S. Coward, Wing Operations Officer, was awarded the Distinguished Flying Cross at Reghaia, 20 Nov, 1943. The Citation accompanies.

S.D.- Nov.

RESTRICTED

HEADQUARTERS TWELFTH AIR FORCE
APO 650

13 October 1943.

GENERAL ORDERS)
:
NUMBER 65)

EXTRACT

* * * * *

* * * * *

SECTION II -- AWARDS OF DISTINGUISHED FLYING CROSS

Under the provisions of AR 600-45, as amended, and pursuant to authority contained in Cir. No. 126, NATOUSA, 2 July 1943, the Distinguished Flying Cross is awarded to the following named personnel, Air Corps, United States Army, residence and citation as indicated, in the name of the Commanding General NATOUSA.

JAMES S. COWARD, O-416276, Lieutenant Colonel, Natchitoche, La. For extraordinary acheivement while participating in aerial flight in the North African Theatre of Operations as pilot of a Spitfire type aircraft. Serving as squadron commander during the Tunisian Campaign, Lt Col (then Major) Coward distinguished himself through his outstanding leadership, professional skill, and resourcefulness in emergency. Directing the operations of his squadron from advanced bases that were frequently bombed and strafed by hostile aircraft, his efficiency contributed greatly to the success of each combat mission. Often flying in the lead position, Lt Col Coward's superior tactical knowledge resulted in heavy damage to enemy aircraft, tropp concentrations, and military installations. His courage and steadfast devotion to duty have been of high inspiration to all who have served under him, and reflect great credit upon himself and the Armed Forces of the United States.

* * * * *

By command of Major General DOOLITTLE:

E. P. CURTIS,
Brigadier General, USA,
Chief of Staff,

OFFICIAL:

WILLIAM W. DICK.
Colonel, A. G. D.,
Adjutant General.

RESTRICTED

DECEMBER

The month of December found the 63rd Fighter Wing set up and functioning in its new area of Corsica and Sardinia. Colonel Davis D. Graves was appointed "Air Commander Corsica" in addition to Commanding Officer, 63rd Fighter Wing. Captain N. Vincent Dickinson, DSO, DSC, RN, Senior Officer Inshore Squadron, set up his Navy Headquarters in the Wing Headquarters Building.

Four Fighter Sectors were in operation as follows: Borgo Fighter Sector, Lt. Col. Richard A Ames, Commanding; Ajaccio Fighter Sector, Lt. Col. David L. Lewis, Commanding; Maddalena Fighter Sector, Major Kermit R. Dyke, Commanding; Cagliari Fighter Sector, Lt. Col. Merrick L. Bayer, Commanding.

Wing Headquarters in Bastia was the scene of intense activity. Units of the Royal Navy, Royal Air Force, and the French Forces worked at Wing Headquarters in close cooperation in order to get the new "set up" organized.

The Combined Operations Room at Wing Headquarters became operational in early December. On duty in this room are the following: Wing Fighter Controller, Duty Intelligence Officer, Royal Navy, G.R. Ops. (RAF), and Navigation Officer.

Bad weather hampered operations during said December. Mosquitoes of 23 Squadron (RAF) were able to perform only limited intruder operations due to those conditions. Beaufighters of 414 Squadron flew numerous night alert patrols over the Islands, but met no opposition.

There were no bombings during the month, however, the Bastia area was shelled by enemy surface vessels on the night of December 16/17th. No damage was inflicted.

Our Spitfires and P-39's increased the number of reconnaissance missions along enemy shipping routes from Civitavecchia to Marseilles, and began strafing and bombing of these targets.

A resume of Air Victories for the month of December shows 3 enemy Recce aircraft destroyed, one probably destroyed, and one damaged. Two enemy aircraft were destroyed on offensive sweeps and two aircraft were destroyed on the ground.

DECEMBER VICTORIES

Date	Squadron	Destroyed	Probables	Damaged	Place
6	345 Sq	2 FW-190			S. France
7	4 (US) Sq	1 Me-210			Calvi
8	2 (US) Sq	2 Cz-506 (on ground)			Leghorn
17	346 Sq			1 Ju-88	Cagliari
22	2/7 (Fr) Sq	1 Ju-88			Ajaccio
29	5 (US) Sq	1 Me-210			Off Elba
30	4 (US) Sq		1 Ju-88		Off Calvi
TOTALS		7	1	1	

The First Anniversary of the 63rd Fighter Wing was celebrated December 12th. Eleven months of the Wing's "First Year" were spent overseas.

Christmas Eve found morale high at Headquarters. The New Wing Theatre was the scene of a gala stage and screen show produced by the Special Service Officer and his staff. On Christmas morning, a party was given in the theatre for the children of Bastia. The "BonBons", cookies, and hot cocoa, plus a mov

movie made the children very happy. Turkey arrived in time so that units all over the Islands were able to have traditional turkey dinner with all the trimmings.

Air Vice Marshall Lloyd, A.O.C., N.A.C.A.F., visited Wing Headquarters on December 30th. He was accompanied by Col. Graves during an informal inspection of the Headquarters.

On the morning of December 31st, an LST proceeding from Maddalena to Bastia, hit a mine and was wrecked off of Bastia. Of 107 Wing Personnel aboard, 7 are not accounted for.

Colonel Davis D. Graves received the following message 17 December, 1943, from Air Vice Marshall Lloyd, A.O.C., Northwest African Coastal Air Force: "The award of the "Commander of the British Empire" to Colonel Graves has been approved by his Majesty the King. On this well deserved award please accept my heartiest congratulations."

COPY COPY

S.D. [illegible]

AIR COMMAND CORSICA
APO 525 U.S. ARMY

17 DECEMBER 1943.

GENERAL ORDER

NUMBER 1

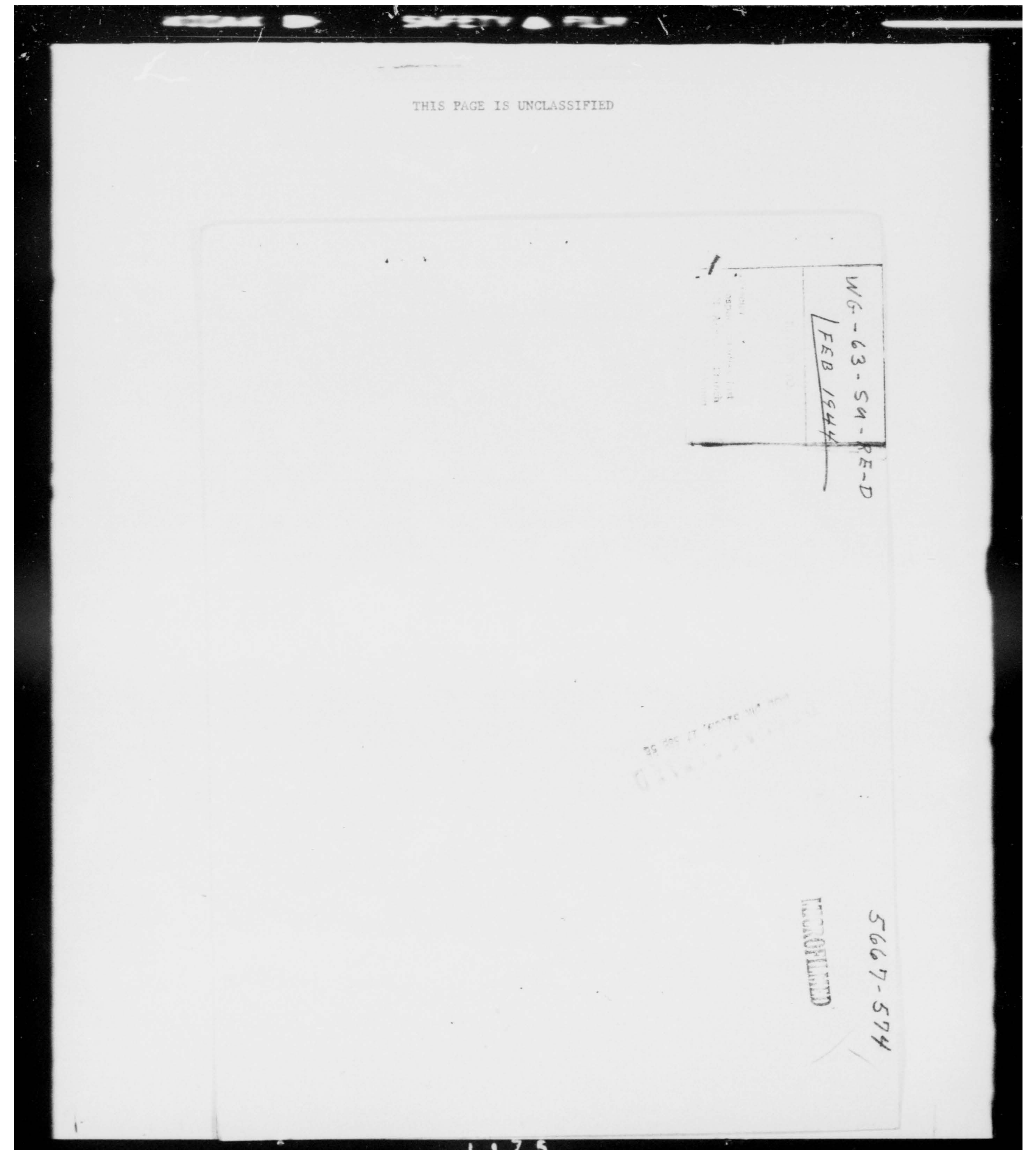
Pursuant to authority contained in letter, Allied Force Headquarters, Subject: Command and Administration of Corsica, file S-38, dated 10 December 1943, the undersigned has been designated Air Commander in CORSICA and hereby assumes command of all Allied and French Air Forces in CORSICA, all service units concerned with the administration of the Air Forces and all antiaircraft units other than units organic to French formations. The Air Commander is responsible for all measures connected with air operations based on the Island. This includes responsibility for decisions as to priorities, layout, sites, construction and requisitioning of property and facilities required to achieve the best results in the development of existing and future airfields and access roads and communicationsthereto. In addition, the undersigned assumes responsiblity for the Air Defense of CORSICA and SARDINIA and for the administration and supply of all Allied Army and Air Force troops in CORSICA.

S/ Davis D. Graves

DAVIS D. GRAVES,
Colonel, Air Corps,
Air Commander, Corsica

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W6-63-SU-RE-D
Feb 44

S E C R E T

SHEET NO. 40 WAR DIARY, HEADQUARTERS, 63RD FIGHTER WING

MONTH FEBRUARY 1944 PREPARED BY 1ST LT. W. J. COUGHLAN.

The greatest loss suffered by the 63rd Fighter Wing occurred on 8 February 1944 - the loss of Brigadier General Davis D. Graves, Air Commander Corsica, and Commanding General of the 63rd Fighter Wing. At 1300A on 8 February 1944 8 B-25's of 310th Bombardment Group were airborne from Ghisonaccia, Corsica, to attack shipping off San Stefano, Italy. General Graves was the Flight Commander flying in B-25 H of 381st Squadron. At 1332A the Mitchell was hit by light flak off San Stefano at 42-28North, 11-10East. The top turret was set on fire then the fire spread to the bombay. The aircraft turned sharply, salvoed its bombs and levelled off at about 300 feet. It made a semi- controlled landing and the engine nacelles and pilot's compartment were seen to fold up. A dinghy was automatically thrown loose landing upside down. No survivors were seen, but much debris was observed in the vicinity. It is estimated that only thirty seconds elapsed from the time the flak hit the B-25 to the time the aircraft hit the drink about 500 yards offshore. Later reconnaissance of the area by a Walrus (1445A-1515A), 2 Spitfire V of 2nd Squadron (1515A-1630A) and 4 Spitfire V of 5th Squadron (1620A-1750A) failed to disclose any further information.

The members of the crew missing in action were:

F/Cmdr. Graves, Davis D., Brigadier General
Pilot Dorman, Edger, 1st Lt.
Navigator Callery, William A., 2nd Lt.
Radio Operator Pinsonault, Gus Jr., T/Sgt.
Turret Gunner Senec, Jos. F., Sgt.
Tail Gunner Mohr, Ralph C., S/Sgt.

S E C R E T

S E C R E T

SHEET NO. 41 WAR DIARY, HEADQUARTERS, 63RD FIGHTER WING

MONTH FEBRUARY 1944 PREPARED BY 1ST LT. W. J. COUGHLAN.

The 63rd Fighter Wing had its best month to date in the number of enemy aircraft destroyed in aerial combat: 27 destroyed, 1 probably destroyed, and 6 damaged. The 5th Squadron led with 11 enemy aircraft destroyed and the 2nd Squadron was a close second with 10 enemy aircraft destroyed.

A day by day account of the victories follows:

VICTORIES FEBRUARY 1944

DATE	SQDN	E/A	PILOT	LOCATION	CLAIM
1	5th	1 DO 24 D	Lt. Roberts	Palmaria	1-0-0
6	2nd	1 HS 123 D	Lt. McGraw	Siena A/D	
	2nd	1 FI 156 D	Lt. Alexander	Same	
	2nd	1 HS 126 D	Lt. Schneider	Same	
	5th	1 HS 123 D	Lt. Taff	Same	
	346th	1 JU 88 Dam	F/O Garrett		
			Lt. Squires	Guspini, Sard.	4-0-1
7	2nd	1 ME 410 D	Lt. Adams	Palazzo Pt.	
	4th	1 HS 126 D	Lt. Burnett	Loano, It.	
	4th	Same	Lt. Canning, MIA	Same	
	4th	Same	Lt. McCampbell	Same	
	4th	Same	Lt. Bishop	Same	5-0-0
9	4th	1 FW 190 D	Lt. Burnett	Nice	1-0-0
14	2nd	1 FW 190 D	Lt. Confer	Siena, It.	1-0-0
15	345th	1 JU 88 D	Lt. Wells	Albinia, It.	
	5th	1 S/E A/C D	Capt. Steinbrenner	Viterbo A/D	
	5th	1 FW 190 D	Same	Same	
	5th	2 ME 109 D	Lt. Anderson	Same	
	5th	1 FW 190 D	Lt. Tower	Same	
	5th	1 ME 109 D	Lt. Atkins	Same	
	5th	1 FW 190 Dam	Lt. Gahagen	Same	6-1-1
16	2nd	1 ME 109 D	Lt. Confer		
			Lt. Encinias	Orvieto	1-0-0
19	5th	1 S/E A/C D	Lt. Roberts, MIA	Tarquinia, It.	
	5th	1 ME 109 D	F/O Quisenberry	Same	
	5th	2 ME 109 D			
		1 FW 190 Dam	F/O Johnson	Same	
	5th	1 ME 109 Dam	Capt. McDuff	Same	
	5th	1 ME 109 Dam	Lt. Taff	Same	
	5th	1 ME 109 Dam	Lt. Tierney	Same	
	2nd	1 ME 109 D	Lt. Bryan	Same	
	2nd	1 ME 109 D	Lt. Curtin	Lorenzo Nuovo	
	2nd	1 ME 109 D	Capt. Bickford	Orvieto	
	2nd	1 ME 109 D	Lt. Alexander	Same	8-0-4
TOTAL	(FEBRUARY)				27-1-6
TOTAL TO DATE					129-16-18

S E C R E T

S E C R E T

SHEET NO. 42 WAR DIARY, HEADQUARTERS, 63RD FIGHTER WING

MONTH FEBRUARY 1944 PREPARED BY 1ST LT. W. J. COUGHLAN.

There were three main changes in the command of Headquarters, 63rd Fighter Wing.

A. G/Capt. C. H. Tuttle, OBE•DFC, RAF, became Air Commander, Corsica on 9 February 1944.

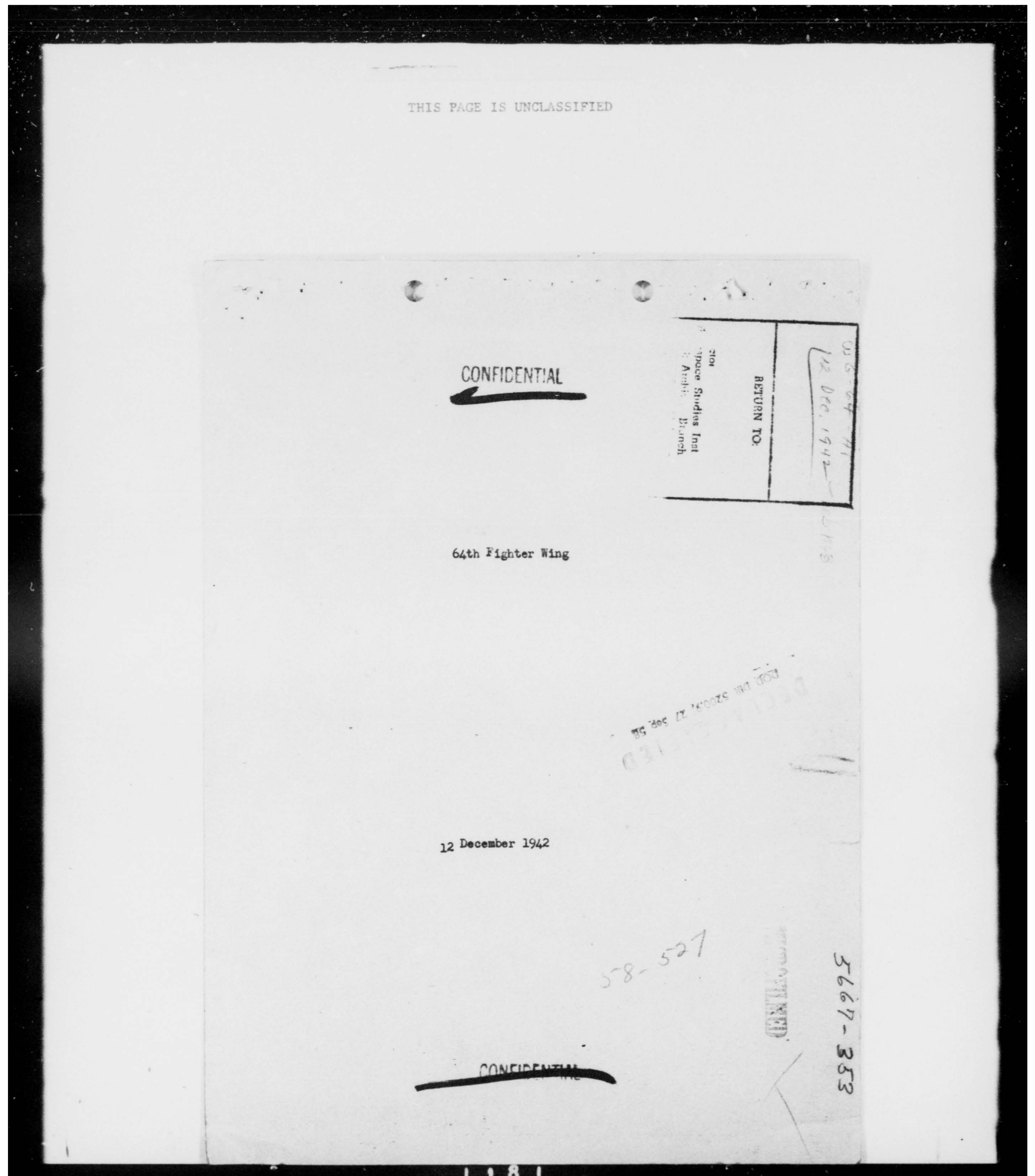
B. Colonel John F. Wadman, O-17277, AC, assumed command of 63rd Fighter Wing on 9 February 1944.

C. Colonel Marvin L. McNickle, O-22249, AC, 63rd Fighter Wing, was appointed Deputy Commander, Air Command Corsica, 25 February 1944.

Lt. Colonel Richard A. Amon, O-22454, AC, was promoted to Colonel.

A report of the Squadrons operating under the Wing is given in the Outline History, Appendix A and Appendix B. The B-25's operating from Ghisonaccia hit Leghorn hard during the month scoring hits on oil storage tanks, canal, buildings, docks and Iron Works. San Stefano was attacked again and again. The B-25's bombed and shelled the docks, quays, and warehouses. The Spits ran almost daily sweeps in the vicinity of Viterbo, Siena, and Tarquinia. A list of their victories is given in the February Victory Chart.

S E C R E T



CONFIDENTIAL

64th Fighter Wing

12 December 1942

CONFIDENTIAL

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WG-64-HI War Diary - 1 Sept 43 - 29 Feb 44



CONFIDENTIAL

HEADQUARTERS 64TH FIGHTER WING
Office of the Commanding General
APO 650

SECRET
By Auth CG
64th Ftr Wg
Date 15 March 1944
Initials

FTB/JR/idj

13 March 1944.

SUBJECT: War Diary.

THROUGH: Commanding General, XII Air Support Command, APO 374.

TO : Commanding General, Twelfth Air Force, APO 650.

I SYNOPSIS OF WING HISTORY

1. The 64th Fighter Wing was known, originally, as the 3rd Air Defense Wing and was activated on December 12, 1942, at Mitchel Field, New York. Commanded by Colonel Robert S. Israel Jr., the nucleus for its original personnel came from the Boston Air Defense Wing. It was activated under G.O. #31, Hq. I Fighter Command, December 13, 1942. In addition to the commissioned and enlisted personnel drawn from the Boston Air Defense Wing, commissioned personnel were assigned from air defense wings in New York, Philadelphia, Los Angeles, and San Francisco. Shortages within the wing were filled from personnel pool at Santini Staging Area, Mitchel Field. This pool was set up at the time, to provide men for air defense wings which were being activated for overseas operations.

2. The change in designation from Hq. 3rd Air Defense Wing to Hq. 64th Fighter Wing took place on 5 August, 1943, when the unit was operating under the U.S. 7th Army in Sicily. Change was made per subject letter, Hq. NATOUSA dated 5 August, 1943, subject: "Redesignation of Hq & Hq Sq, Air Defense Wing".

3. The change of commanding officer took place on 24 July, 1943, when Colonel (now Brigadier General) John R. Hawkins assumed command of the unit. General Hawkins is at present commanding the 64th Fighter Wing.

4. Since arriving overseas, on 21 February 1943, the unit has figured in the following campaigns; Tunisian, Pantellerian, Sicilian and Italian. Operating under the XII Air Support Command, the 64th Fighter Wing has administered close fighter and fighter-bomber support to ground forces in all of these campaigns, in a range of operations that included cover patrols, battle-area patrols, invasion coverages, escort missions and dive-bombing missions, by the units serving under it.

II DIARY - 1 SEPTEMBER TO 1 MARCH

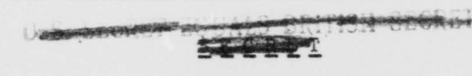
1 September

Cross-country trip from Gela, Sicily to Milazzo, Sicily completed. Bivouac area for outfit at north end of Milazzo peninsula.

CONFIDENTIAL

SECRET

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2 September

Personnel inspection of enlisted men conducted by Acting Wing Commander, Lt. Col. George S. Hart Jr.

3 September

Personnel awakened before dawn, by long, noisy barrage coming from across nearby Messina Straits. Action later verified as accompanying British 8th Army's invasion of Italy. At 1300 hours, personnel selected for advance echelon for assault into Italy, moved to nearby staging area. Rear echelon set up to maintain normal camp administration.

4 - 8 September

Advance echelon at staging area kept on alert, with orders to be ready to move aboard LST's on call. Staging area administered by R.A.F. Wing personnel distinguished itself by amount of tea consumed during wait at area.

8 September

News of Italy's capitulation received with surprise and eagerness. Speculation as to success of coming invasion very optimistic. On this day part of Wing advance echelon boarded English-manned LCT at 2130 hours, at Milazzo Harbor.

10 September

First section of invasion echelon set foot on Italian soil. It paused first at Monte Corvino airfield, but plans to remain there were changed when field proved to be located ahead of our infantry and in direct view of enemy shellfire. Bivouac area chosen further to the rear. Received heavy AA shrapnel during night.

11 September

Headquarters for Wing set up in residence building, located on a farm-site about half-way between sea and hills ahead, where German troops were dug in.

12 September

Second part of advance echelon arrived - a few minutes after Wing headquarters area had been on receiving end of a lively shelling. From this point on, until the Germans started to retreat one week later, the functions of the Wing were carried on to the tune of friendly artillery crashing from behind and the outburst of enemy shelling in front of our position. One enemy shell on this day tore a hole in roof-top of stable building next to the Headquarters building.

13 September

Thanks to the vigorous cooperation of Wing Headquarters personnel, 2691st Signal Air Warning and 82nd Fighter Control Sq. personnel, the Wing began to function on this day, and to handle fighter control for our Sicily-based fighters and fighter bombers....A tank-battle took place during the night, with the Nazis trying to force way into road leading from hills to headquarters. Enemy was repulsed.

14 September

On this day the Wing began its unprecedently sppedy operations of directing fighter-bomber missions by its planes, as the planes appeared in the air with bombs, waiting to be directed to imminently-pressing enemy objectives. Thirty such missions layed on through this stepped-up plan of cooperative operation between A-2, A-3 and planes in the air....Sight of heavy bombers in the air, the first since the outfit settled on Italian soil, welcomed by everyone, came over in relays to aim blows on German positions....At night, Wellingtons followed up with several attacks on Battapaglia, where heavy German concentrations were reported.

15 September

Thirty-six dive-bombing missions layed on enemy front-line targets by Wing-operated units, as the form of close support initiated the day before was maintained. One of these, executed in twenty-one minutes, helped turn back a strong ground attack that was developing against the Rangers on the Fifth Army's left flank. 372,000 pounds of bombs were dropped during the day's operations....Heavy bombers again out in strength during day....5th and 8th Army lines joined.

16 September

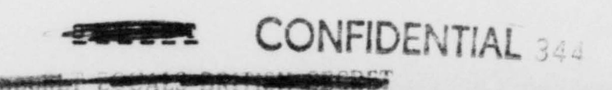
Gen. Hawkins received copy of letter, sent to Gen. House, Commanding General of XII Air Support Command, complimenting the effective fighter and fighter-bomber support given on September 14th....Jerry planes out in noticeable numbers. Interception by our units accounted for 18 planes dee stroyed....Cross-shelling extremely heavy.

17 September

Ground Headquarters finally consented to A-36 attack on tobacco factory in northeastern corner of plains just ahead of our positions, and from which much of the German shelling-power was believed to be directed. Twilight attack on the factory could be seen from our headquarters. Pilots optimistic over results. Burning ruins glowed through the night.

18 September

Attack at dawn followed on the tobacco factory. Good hits again obtained. Battapaglia again hammered steadily by heavy bombers.





19 September

Enemy's shelling subsided considerably. Believed to be starting withdrawal....At mess, Wing personnel had opportunity to taste water-buffalo meat, captured, slaughtered and prepared by our hard-working mess section.

20 September

Col. Hawkins made force landing in sea, on return in Spit, from Milazzo to headquarters. Grubstake intercepted May Day and effected Walrus pickup.

23 September

3 officers and 28 enlisted men from Milazzo echelon arrived by air, to join advance party....By this day, enemy was in gradual withdrawal northward. Shelling only spasmodic.

24 September

All departments of Wing functioning. Shrapnel from enemy shell-burst injured Capt. Bruce.

25 September

Remainder of Wing personnel arrived, after completing the trip by boat.

27 September

By this day the outfit was beginning to operate with some ability to think of its social needs, as the Sergeants Club set up for business in a pyraminal tent and Special Services showed its first movie in one of the barns of the site. The movie schedule was maintained with almost nightly regularity and attracted attendance from nearby units on every side of the Wing.

1 October

Naples occupied by Allies. Units under Wing met no determined air opposition in patrol given to action.

2 - 5 October

Flying limited by bad weather. Ground progress by Allied forces continued steadily.

3 October

Members of echelon which took part in Wing's invasion action given individual commendations by Col. Hawkins.

6 October

895th M.P. Co. assigned to Wing. Wing prepared to move to its next location, Frattamaggiore. The new spot is located 8 miles north of Naples.



7 October

Forward echelon reached Frattamaggiore. Took over primary school building for Wing Headquarters. Requisitioned modernly-constructed hemp factory for enlisted mens quarters. Nearby villa selected for officers quarters.

9 October

Remaining Wing personnel arrive at Frattamaggiore. High point in the enlisted mens' accomodations is the assignment of steel beds, a luxury unknown in the 8 months of overseas campaigning undergone by the outfit.

12 October

415th Beaufighter Squadron (American) assigned to Wing....Inclement weather and wet fields prevented aggressive flying up to this date.

14 October

Special Services Section began to get into gear. Notice put up regarding regular trips to Pompei. First movie shown at the Frattamaggiore Theater. It was, "Son of Fury".

15 October

Spits of the 324th Wing engaged the largest number of enemy aircraft seen flying together by a unit under the Wing, since the start of the Italian invasion. (45 plus). 5 e/a were destroyed and 5 were damaged. No Spits were lost, 4 were damaged.

16 October

Another large pack of hostile craft engaged by a Wing-administered unit, the 31st Fighter Group. After the battle was over, there were six less enemy fighters in the pack. Our losses; 1 Spit damaged....Reports of pilots in recent days state that German pilots appear to be lacking in experience.... The school gymnasium, behind Headquarters, made available to Wing personnel for recreation.

19 October

Sergeants Club set up its headquarters in Bank of Naples Building. Place used to part of the offices of the German municipal headquarters, when Jerry walked the streets of Frattamaggiore.

20 October

Arrangements made by Special Services for the holding of regular religious services by all three faiths.

21 October

Personnel relieved by the knowledge that it is now possible to say "Somewhere in Italy" in correspondence going back home.

22 October

First trip to Pompei held on this date. Were conducted twice weekly until November 25th.

23 October

Enemy raid on Naples at 1830 hours. Our 600th Squadron Beaufighters took large part in the interception of the hostiles, shooting down 3 of the raiders.

27 October

Security Section dropped from Wing. Personnel in that section assigned to places in other sections of Wing and Headquarters Squadron.

28 October

Wing Theater showed "Seven Days Leave".

29 October

In first air contest run into by one of the Wing's units, since October 16th 2 enemy planes were destroyed by the 324th Wing. Personnel inspection of enlisted men took place.

31 October

The musical comedy, "Sad Sack", with an all-squadron cast, shown before a packed and enthusiastic crowd at the Wing Theater. Pfc. Firkal starred as "Sad Sack". Sgt. Earl directed the presentation....Movie, "Naughty But Nice" followed the play.

1 November

Wing basketball team played its first game in the school gym. In the schedule of games played, which ran until December 20th, our team won 8 games and lost 6.

2 November

Four enemy planes knocked down by fighter units under the Wing. We had no losses. Italian stage show, sponsored by the Red Cross, presented at the Wing Theater. It was the first stage performance the boys have seen since arriving in Italy. Attendants impressed by the versatility of the band and the performers.

3 November

Picture at Wing Theater was "Spitfire".

4 November

Personnel inspection of officers held at Squadron Headquarters grounds.... 2 enemy aircraft destroyed by units under Wing.



6 November

In three separate engagements, 324th Wing destroyed 4 hostile planes; got 2 probably destroyed and damaged 2. Damage to their planes was 2 damaged...."Keep 'Em Flying" shown at Wing Theater.

10 November

324th Wing scored again. 2 destroyed; 1 probable and 1 damaged. No losses.

11 November

31st Fighter Group destroyed 2 e/a and damaged 4. 324th Wing destroyed 1. 1 Spit missing....Picture at Wing Theater was "Melody Ranch".

12 November

324th Wing accounted for 3 e/a destroyed; 1 probable and 1 damaged. No losses.

13 November

Big day for 31st Fighter Group and 324th Wing. Shared in smacking down 9 enemy craft and damaged 2 others. 1 Spit lost and 1 missing in the action. Show was "Son of Fury".

18 November

Movie shown was "At the Circus".

19 November

Wing units rung up the score of 2 e/a destroyed; 1 damaged.

20 November

Herb Siffert, Red Cross representative who has been assigned to the outfit since its Cape Bon days, departed from the organization to go home. Had made both Sicilian invasion and Italian invasion with Wing's advance echelon and had won strong favor while with the Wing....Election of Sergeants Club officers held. The following elected: President, S/Sgt Maguire; Vice-President, S/Sgt Bundy; Secretary-Treasury, Sgt McGrane; House Chairman, T/Sgt Van Sant; Publicity, Sgt Earl; Entertainment, S/Sgt. Lange. They replaced the following M/Sgt. Habit; S/Sgt. Maguire; 1st Sgt. Burke; S/Sgt. Angelastro; Sgt. McCarthy, in that order. S/Sgt. Lange was retained as Entertainment Chairman.

22 November

One enemy aircraft damaged in day's air work by 324th Wing. Stage Show presented through the 3rd ASAC Special Services. Boys caught glimpse of real chorus-girl talent etc. Picture was "Keeper of the Bees".



23 November

Col. Hawkins sends commendation to the 31st Fighter Group for its excellent cover activity during recent mine-sweeper operations off of Gaeta Harbor. The Commanding Officer's statement followed note of praise received by him from Navy principals....Through the cooperative efforts of the Red Cross and Special Services, rest-trips to Capri organized for Wing personnel.

25 November

Air Vice Marshal Coningham, head of NATAF, visited Wing and talked to officers. Thanksgiving celebrated with turkey dinner.

26 November

1 enemy plane destroyed 1. 1 probably destroyed by Wing-unit airmen.... "Crazy House" was picture at Wing Theater.

30 November

Picture, "Old Chisholm Trail" shown.

1 December

Another Red-Cross sponsored stage show presented.

2 December

Wing units destroy 2 hostiles and damage 2.

4 December

Movie shown was "Salute for Three".

5 December

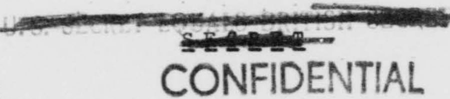
Personnel inspection for enlisted men held....Circulating Library set up by Red-Cross in Red-Cross Office. Approximately 100 books placed at disposal of personnel.

6 December

The orchestra, composed of men from the 31st Fighter Group, presented a jam-session on the stage of the Wing Theater. Picture that followed was, "Hers to Hold".

7 December

31st Fighter Group rolled up score of 6 enemy aircraft destroyed and 2 probably destroyed in 1 engagement. There were no losses....



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10 December

Officers Dinner Dance at Officers Club.

11 December

Score for the day, in the air, for Wing groups, was; 1 destroyed, 1 probable and 1 damaged...."Stage Door Canteen" shown at Wing Theater.

14 December

Combined count of 31st Fighter Group and 324th Wing, in day's air combat, was; 3 e/a destroyed; 1 probable and 1 damaged....Picture at Wing Theater was "Cross Roads".

15 December

Total claims of 31st Group and 324th Wing for the day; 3 destroyed and 4 damaged. After the stage performance, featuring Italian vaudeville talent, squadron party took place at Sergeants Club. The highlight of the occasion was a Quiz Contest between an officers' team and an enlisted mens' team. The former won in a close exhange of wits.

17 December

Witnessing the second opera, for which tickets were made available through Special Services, a number of Wing personnel went to Naples to "La Tosca".

18 December

Sgts. LaMontagne, Earl, Maguire and McGrane initiated drive for Funds and packages, for Christmas party to be tendered war orphans housed in Frattamaggiore.

19 December

Two substantial bunches of e/a hit by 324th Wing. 6 were destroyed, 1 probably destroyed and 2 were damaged. Losses: 1 lost and 1 damaged....

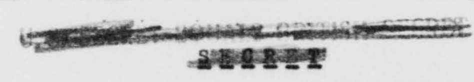
20 December

"Stranger in Town" shown at Wing Theater.

22 December

Wing Headquarters was honored with the visit of General Henry H. Arnold, Commander of the U.S. Air Forces. Accompanying him were; Lt. Gen. Carl Spaatz, head of U.S. Strategic Air Forces; Maj. Gen John K. Cannon, Commanding General of the Twelfth Air Force; Maj. Gen. Edwin J. House, head of the XII Air Support Command and Major Henry H. Arnold Jr.

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24 December

Stage Show, featuring Humphrey Bogart, presented at the Wing Theater. After his performance, the famous movie star was the guest of the Sergeants Club....Officers Club sponsored dinner dance.

27 December

Commendations announced, for 5 officers and 3 enlisted men, for gallantry in action at the Salerno bridgehead....1 enemy aircraft damaged in day's air combat.

28 December

Lt. Col. Stephen B. Mack, Executive Officer and Lt. Col. George L. Hart Jr., A-4 Officer, transferred to XII Air Support Command. Wing to drop A-1 and A-4 functions, in keeping with plan calling for a decrease in the wing's administrative functions and an increase in its operational activity....Announcement is made of 7 additional officers and 2 additional enlisted men receiving commendations for gallantry in action at Salerno.

30 December

1 enemy plane damaged in combat during the day. Another Italian Stage unit performs at the Wing Theater....Officers' Dinner Dance held at Officers Club.

2 January

The 31st Fighter Group accounted for 2 e/a destroyed....Col. William K. McNown joined wing as executive officer....Maj. Arlie G. Henry relieved of duties as A-1 Officer, in conformance with new operational plan for the Wing, and assumed position of Squadron Commander. In the latter, he replaced Maj. Edward L. Veaudry....Elections of Officers Club leaders held. The following were elected. President of Board, Maj. Arthur N. Selby; Other Board members; Maj. Charles E. Bunn and Capt. Lawrence D. Cavanaugh. Sec-Treasury, Lt. Ray M. Hare Jr., and Bar Officer, Lt. William G. Flynn.

5 January

Inspection of enlisted personnel, quarters and area.

6 January

Without suffering any loss, 31st destroyed 2 e/a and damaged 3. "Lucky Jordan" shown at Wing Theater.

8 January

Count for the day, by units under wing was; 1 destroyed; 1 probable and 1 damaged.



CONFIDENTIAL

9 January

Inspection of quarters and area held....Wing Theater showed "Bombardier".

10 January

Dance for Sergeants Club members. Senorinas from Naples were the guests for the evening....

12 January

Units under Wing destroyed 1 e/a; got 1 probable and damaged 2....New P.B.S. regulation provides for 7:00 P.M. curfew.

15 January

Wacs from 5th Army Hq guests of enlisted personnel, at dance at the Sergeants Club.

16 January

31st Group and 33rd Group, between them, destroyed 2 e/a; got 1 probable and damaged 1. Inspection of enlisted personnel conducted....British enlisted men of Ames 8035 Unit presented musical comedy at Wing Theater.

17 January

31st victory-count for the day was 2 destroyed; 2 probables and 2 damaged. No losses were suffered...."Destroyer" was picture shown at Wing Theater.

19 January

244th Wing flew its first missions under the Wing.

20 January

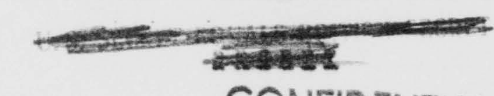
Brigadier General Lawrence C. Craigie, C.O. of the 87th Fighter Wing, began visit tour with Wing. Accompanied by 8 of his officers....The 31st Fighter Group, in 3 separate air-battles, scored 3 destroyed; 3 probables and 1 damaged. No losses.

21 January

Lt. Col. Anderson, Capt. Murtland, M/Sgt. Snyder, Sgt. Kmiec and Sgt. Hardin departed to form advance echelon in Anzio-Nettuno invasion operations.

22 January

79th Fighter Group and 324th Fighter Group joined the Wing as Anzio-Nettuno operations went into motion. Units under wing delegated responsibility of cover and patrol for invasion area....On this first day of action over the new battle-area, units of the Wing knocked down 9 enemy planes, got 1 probable and damaged 6. Their losses were 2 planes. 6 of the destroyed planes were shot down by the 79th Group.



23 January

Enemy aircraft was on diminished scale. 1 probable and 1 damaged registered against Luftwaffe.

24 January

Enemy air picked up over former period. Wing-administered groups destroyed 3, got 1 probable and damaged 7....Doughnuts and coffee served by Red-Cross at enlisted mens mess.

25 January

Wing groups continued to nick Luftwaffe. 4 destroyed; 1 probable and 3 damaged during the day....Naples senorinas again guests of Sergeants Club dance.

26 January

Change of address to A.P.O. 650 announced.

27 January

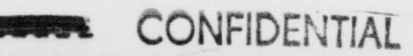
This was truly a historic day for the Wing, as fighter and fighter-bomber units under it rang up the biggest victory against the Luftwaffe, in the existence of the Wing. The end of the busy day found 25 Nazi planes destroyed; 6 probably destroyed and 8 damaged. It was a day when German planes appeared over the beach-head in continuous forays of big detachments that tried to dive-bomb our newly-won ground positions without let-up. In the count run up by our units, the 33rd Group destroyed 7 e/a; the 79th knocked down 9 e/a; the 324th Wing got 8 and the 244th Wing destroyed 1 craft....Gen. Hawkins sent letter of commendation to 33rd Fighter Group for their effective placement of phosphorous bombs over enemy positions, to help co-ordinate ground attack on January 21. The letter followed receipt of letter from Ground Hq.

28 January

The field day against the Reich's airmen went on unabated, on this day, as another high victory count was stamped out by Wing units. 21 destroyed; 1 probable and 11 damaged. This time the 31st Group got 5 destroyed; the 33rd destroyed 4; the 79th knocked down 9 again; the 324th Group destroyed 1 and the 244th Wing shot down 1....Lefty Gomez, New York Yankees pitcher and Jack Sharkey, former, former world's heavyweight boxing champion were stars of stage show at the Wing Theater.

29 January

The Luftwaffe took a rest to lick its wounds, showing up in diminished numbers on this day. Only 2 were destroyed during the day's air proceedings. Those that did took noticeable evasive action when turned into by our flyers. Personnel inspection held for enlisted men.





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30 January

Weather kept air action on a limited scale...."Whistling in Brooklyn", picture at Wing Theater.

31 January

Gen. Hawkins received word of appointment to Brigadier General, effective as of January 21st....Score of day by our units: 1 destroyed, 1 probable.

2 February

2 enemy a/c destroyed by groups under Wing.

3 February

1 e/a destroyed for the day.

4 February

Personnel inspection for enlisted men.

5 February

Air Vice Marshal Broadhurst, Deputy Commander MATAF, visited the Wing.... Our units destroyed 4 enemy craft; damaged 2.

6 February

2 hostile planes destroyed...."This is The Army" shown at the Wing Theater.

7 February

A perfect flying day brought the wounded Luftwaffe out again in strength. Our units took part in 31 missions over the day period. At day's end 16 Nazi planes had been shot down and 12 had been damaged by our flyers.

8 February

What enemy planes were spotted were conspicuous for their hit and run efforts. Of those chased down, 2 were destroyed and 1 was damaged by Wing units.

9 February

The German Air Force was nicked to the tune of 2 destroyed and 1 damaged. Personnel inspection for enlisted men held....Kingdom for a Cook" shown at Wing Theater.

10 February

Count for day against the Nazi airmen was 2 destroyed and 2 damaged.



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11 February

No flying done because of weather. Good Conduct Medals announced for 57 enlisted men.

12 February

79th Fighter Group left Wing to join units operating directly under the XII Air Support Command....Today began a series of claims against the German Air Force that showed Wing units scoring claims of some proportion in 11 consecutive days. Today's count was 1 destroyed; 1 damaged.

13 February

The score today was 4 destroyed and 5 damaged. "Swing Fever" shown at the Wing Theater.

14 February

In the day's fighting, 1 e/a was destroyed and 7 were damaged....Party at Sergeants Club. Senorians from Naples again on hand. Seem to take to the dancing almost as eagerly as they do to the eating.

15 February

Wing Units destroyed 4 e/a and damaged 2 today....Officers Dinner Dance at the Officers Club.

16 February

The Reich flyers came out again in good numbers. 10 had their craft shot down by Wing flyers; 1 e/a was probably destroyed and 6 were damaged...."Corvette K225" played at the Wing Theater.

17 February

Toll for the day against the German airmen was 1 destroyed; 2 probables and 2 damaged.

18 February

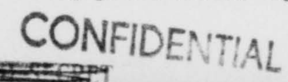
Today 3 Nazi craft were wrecked by Wing flyers and 1 was damaged.

19 February

The Wing units ran up a score of 10 Nazi machines destroyed; 1 probable and 8 damaged....Volley-ball season opened at Squadron Headquarters grounds.

20 February

Count against the Germans in the air was; 4 destroyed 1 probable and 6 damaged. Transportation office of squadron moved to its own area when workers returned to factory, taking up points occupied by Transportation....Election of Officers held at Sergeants Club. The following gained office. Sgt. Elliff,





President; S/Sgt. Schwartz, Vice Pres., Sgt. Melat, Sec-Treas., Sgt. Wilson, House Chairman; Cpl. Coleman, Publicity Chairman and Sgt. Tafoya, Entertainment Chairman.

21 February

On this day the Luftwaffe suffered the loss of 1 plane destroyed; 1 probably destroyed and 3 damaged, at the hands of our airmen.

22 February

Wing units closed its 11th straight day of claims against Nazi pilots, by shooting down 10 enemy machines, probably destroying 5 and damaging 7. Letter was transmitted by Brig. Gen. Saville, Commanding General of XII Air Support Command, to Gen. Hawkins, in which Gen. Mark Clark lauds the spectacular air support given to ground forces.

23 February

Poor weather kept flying down to minimum patrols. Squadron posted notice of shower-truck facilities, to take men in for showers three times a week.

24 February

Weather again hampered air operations. 1 enemy a/c claimed as probable.

25 February

Only slight air activity again. 1 hostile craft damaged.

26 February

1 enemy craft destroyed and 4 damaged by units under Wing.

27 February

79th Fighter Group returned to Wing.

28 February

Action in the air picked up, with better weather appearing. In a series of dog-fights, 6 Nazi machines were destroyed and 1 was damaged.

For the Commanding General:

Francis T. Butler

FRANCIS T. BUTLER,
Capt., Air Corps,
Adjutant.



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HISTORY 64TH FIGHTER WING

The Wing begain with a different name, a more passive name than it has now the 3rd Air Defense Wing. It was activated on 12 December 1942 at Mitchell Field, New York, more than a year after the United States had entered the war and a month after the invasion of Africa.

Personnel to fill the T/O of the Wing were drawn from various other Air Defense Wings in the States, and placed under the command of Colonel Robert S. Israel. After 26 days of intensive and though overseas training at Mitchell Field the 3rd Air Defense Wing embarked to Africa and entered the war.

The initial mission of the Wing was to operate the Air Defense system of Algiers, but Colonel Israel who did not relish an assignment in a quite sector was able to get the Wing assigned to the Thelepte section, and thus the 3rd became the first American Fighter Wing to enter a combat area.

Working in cooperation with the Wing throughout Africa were four Fighter Groups, the 31st, 52nd, 33rd, and 81st. The newly formed 562nd SAW Bn and the 62nd Fighter Control Squadron completed the lineup. The mission of the Wing was both diffensive and offensive, to rescue and preserve the Allied Air Forces and to furnish early warning to aid in the destruction of the enemy air forces. Available planes were primiarly used to defend friendly installations and to maintain patrols to disrupt strategic missions.

The German Air Force which had enjoyed a preponderance of power in both numbers and experience at the outset of the African Campaign was constantly "whittled" down, and in the latter phases of the contest when the Wing Ops and warning systems gained experience, the skies over Africa became untenable for the GAF.

In April, 18 JU 87's operating under the protection of ME 109's were intercepted by Spitfires of the 52nd Group and 14 JU 52's were shot down without loss to the Americans.

After the sucessful African campaign the Wing participated in the aireal conquest of Pantelleria. One Ops unit did much rescue work during the struggle and saved the lives of innumberable pilots. When the garrison of Pantelleria surrendered on 12 June 1943 a radar Ops unit from Wing was among the first ashore. This Ops unit functioned effectively throughout the Sicilian Campaign and directed all rescue work besides providing defensive warning of German attacks. On 9 July 1943 the Island of Sicily was invaded. Two Wing detachments landed in the initial assault wave near Gela and did yoman service in many roles, including that of infantrymen. The two units sustained many casulities and won a number of battlefield decorations. During this campaign the Wing controlled the 27th, 86th, 31st, and 33rd Fighter Groups and the 11th Photo Recon Sqdns. By the 20 July all of these units were ashore and deployed for action.

During the ensuing 38 day campaign the Groups of the Wing destroyed 32 enemy aircrafts, 257 vehicles, 59 tanks, 70 rail cars and 26 surface vessels. One crusier and two destroyers were damaged. In addition the Groups did a great deal of ground support work and strategic bombing.

On 12 August 1943 the 3rd Air Defense Wing was redesignated the 64th Fighter Wing under the command of Brigadier General John R. Hawkins.

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American troops of the 36th Division accompained by the first units of the 64th Wing hit the well defended beaches of Salerno on 9 September 1943. Radar and accessory material for the establishment of the first Ops on the Mainland were carried by the Wing personnel. The enemy, anticipating the thrust at Salerno had deployed his forces to defend the beaches and for several days after the envasion the success of the mission was in constant doubt.

The Germans were counterattacking in strength. Wing headquarters were in a hollow of a horseshoe in the Allied lines. The enemy threatened to close a pincers behind them.

Then suddenly the attacking German forces were driven back into their hill positions and the atmosphere cleared.

One day a newly inaugurated cooperation system at Wing headquarters directed 30 missions against tactically important enemy targets. The following day the number of missions was 36. One of which was executed within 12 minutes after the call.

Ten days after the initial Salerno landings the enemy was groggy from the terrible pummeling he received. His artillery slackened percepitibly. Intelligence reported that a large scale withdrawal was in progress.

All the units of the 64th were gathered in Italy by the 25th.

The Germans reluctantly gave up Naples on the first of October. They were concentrated against Neapolitan docks and quays which Allied engineers has constructed on the overturned sides of sunken ships.

The evolution of close cooperation with ground forces by the Wing was progressing. In Africa the primary purpose had been defense against the Axis air forces. On Pantelleria and Sicily offensive control of fighter-bombers hitting well ahead of the front lines had been undertaken.

At Salerno with better liaision due to the proximity of Army headquarters, the speed with which target requests were answered increased and missions were flown against targets close to the front lines. A new system was being developed to make air power an even more powerful offensive weapon.

Fighter-bombers operated on the front lines destroying German strongpoints, supply installations and communications. Forward controls in the lines were seldom effective because of the difficulties in obtaining points of visibility. Consenquently most fighter-bomber missions had to be prebriefed at their bases.

The next beachead was at Anzio. Off shore personnel of the Wing aboard two British Fighter Director Ships, were engaged in defending the invasion forces against enemy air attack. An advance unit organized a small Ops in a tent near Nettuno. By D plus 2 it was in action.

Most of the air force men on Anzio were from Wing headquarters, the 582nd Signal Aircraft Warning Battalion and the 62nd Fighter Control Squadron. Some were from the 328th Fighter Control Squadron and the 593rd SAW Bn.

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The mission at Anzio was to supply early warning and to control Allied fighter elements on interceptions in the forward area. In addition the Ops controlled all fighter-bomber aircraft flown from Naples to the vicinity of the beachhead for close cooperation missions and strafing and bombing attacks on enemy strongpoints.

The Wing had operational control over the 31st Fighter Gp, the 79th Fighter Gp, the 99th Sq, the 324th Ftr Gp, the 244th Wing (RAF), the 324th Wg (RAF), the 415th Night Ftr Sq and the 600th Sq (RAF).

Typical of the toll paid by the enemy was the first day's bag over the battle area when nine enemy planes were destroyed, one probably destroyed and six damaged by Allied planes.

Fighters flying constant patrol above the Anzio beachhead had to come from the Naples area. An airfield was established at Anzio and a squadron of the 31st Ftr Gp moved in.

The beachhead ceased to exist after the 23rd of May when forces from Anzio linked with the Fifth Army which had broken through from Cassino. The Wing prepared to move north.

About this time two newly acrivated SAW battalions, the 593rd and the 328th arrived from the States. Assignment of the 346th Signal Company Wing followed shortly afterward to allow greater flexibility in signal installation and operation.

During March 1944 several changes were made in the number of groups assigned to the Wing. The 27th Ftr Gp and the 324th Group were relieved, while the 31st joined the Fifteenth Air Force.

B/Gen Hawkins, who was promoted in January, left the Wing on April 27th to become commanding general of the I Fighter Command, Mitchel Field, New York. B/Gen Glenn O Barcus was the new Wing commander, having reliquished command of the I Fighter.

At a farewell party, Gen Hawkins explained why he had chosen the axe as the 64th Fighter Wing symbol.

"During the early days of the Italian invasion", he said, "When the Wing was directing the fighter-bomber missions, it seemed as though an enormous axe was reaching out and chopping down enemy opposition along the front line."

By the end of April the 64th was ready for the final phase of its activities in Italy. In the early days of May 1944 men looked north, watching three spots on the map, Anzio, Cassino and Rome.

The whole pattern of bombing immediately preceding and during the attack on Rome was designed to cut off the enemy from his supplies. The destruction resulting from this operation exceeded the most enthusiastic hopes and has been made the subject of numberous technical surveys. The 324th Ftr Gp played an important part in the operation to receive the Presidental Citation for its attacks on difficult targets around Castellonarato.

At Anzio Allied forces broke through to link up with troops who has bypassed Cassino. On two historic days, June fifth and sixth Rome fell and the Normandy beaches were invaded.

The Wing part in the Rome offensive was to follow the Fifth army, supply it with early warning of enemy raids and direct fighter-bombers.

The Wing had learned several valuable lessions. When a stalemate existed pilots had full knowledge of front line positions close cooperation missions were safely conducted in the immediate area of the front without harming ground soldiers. A Forward Control in full liaison with VI Corps proved valuable during a stable ground situation. It directed the destruction of enemy strongpoints near Cisterna and the elimination of 10,000 enemy vehicles during and following the breakthrough from Anzio. The Wing found the value of using liaison aircraft, L-5's, to lead fighter-bombers to targets, fleeting and stationery.

By the 19th of July the entire Wing was either planning or training for the invasion of Southern France.

After H-Hour in the dawnlight of the 15th of August paratroopers and glider troops landed near Le Muy inland from St Tropez and St Maxime. With them, landing in a glider was a unit of the 64th Wing. The operation of this outfit was indicative of the fine liaison for close control that the Wing had in this campaign.

Wing headquarters came ashore on Camel Beach near St Maxime.

The German retreat was tortured by a nightmare of fighter-bombers and reconaissance aircraft. Pre-invasion bombing had isolated the battlefield, cut the corridors of retreat. The war of isolation was so complete that had it been carried further it might have hindered rather than helped the Allies

Reorganization of the Ops setup came on September fourth. There were now Control Centers 1 and 2 and Ops 3 and 4. "3" and "4" were later redesignated Forward Sector Ops 1 and 2.

Operating with the Wing during the early phase of the French campaign were the 251st Wing (RAF), the 339th Wing (RAF) and the 415th Night Ftr Sq.

Other fighter and fighter-bomber outfits were under direct administrative and operational control of XII TAC. On the 21st of September all of the TAC's fighter groups were put under the direct operational control of the Wing.

A plan was instituted and followed for the rest of the European war that the control centers would leap-frog each other and Wing headquarters would stay with whichever one was the core of operations. Movement was speedier under this plan.

By the first of October all of the Wing's units had landed in southern France. In scattered bivouac areas near St Tropez and St Maxime they set up their headquarters and camps.

During September and the early part of October the Wing was deployed to opperate over the Seventh Army and First French Army fronts. Control Center 1 functioned as the Main Ops with Wing headquarters.

Control Center 2 remained on the mountainside at Biol in Isere. Forward sector Ops 1 was in Xertigny and Forward 2 was at Cubry in the French Army zone.

Flying fields dropped behind the battlefront. Operations were not so efficient. It was decided to move Wing installations and airdromes to the flat country around Nancy. Ludres was selected and on the 11th of October the move began.

The control room of control center 2 became more elaborate during the stay at Ludres. Not only were fighter-bombers going out in increasing numbers but also the great thousand plane heavy bombers raids from England were passing over the territory.

An innovation in France had been the installations of a Movement Liaison Section. The duty of the section was to assist in the identification of aircraft by keeping check on all air craft operating in the area covered by the Wing. Reports were telephoned from Wing airfields the moment a flight took off.

The Wing's ultimate goal in the establishment of the intricate and efficient systems of control and communications was the direction of fighter-bombers striking the enemy. The early warning and navigational aid functions carried since the Tunisian Campaign assumed minor roles.

Then on the 16th of December Tactical Reconnaissance aircraft spotted heavy German rail and motor movement near Bitche and Hagnau. Gen Patch later gave official credit to the 64th Fighter Wing for full preparedness of the Seventh Army for the enemy blow. Battle of the Bulge

To meet the threat fighter-bomber activities were increased despite the poor weather. Whenever there was the slightest break in the weather fighter-bombers took off. Directed by Forward Controls they went in on attack after attack against the German, roared down to bomb their gun positions, tanks, strongpoints, trains and motor transport.

The German counterattack was broken.

Col Nelson P Jackson became the fourth Wing commander on the 29 of January 1945 when Gen Barcus left to assume command of XII TAC. L/Col William E. McEntire, who had joined the Wing on the 30th of November was appointed chief of staff.

The Wing's unique system of forward controls was on of the most valuable aids in the air-ground control net and was a tactical trumph in improvisation with existent technical equipment.

As the weather cleared the number of sorties mounted. On the 14th, 22d and 26th of February previous sorties records were broken. By the end of February five fighter groups operated under the Wing, the 27th, 59th, 86th, 324th and 358th and one night fighter squadron, the 415th. This was the linup directed by the Wing until the V-E day.

On the 20th of March the situation in the Saarland was so confused that a close cooperation bomb line was impossible. The Third and Seventh Army linked in the vicinity of Homburg. On the 18th the number of sorties flown by the Wing's aircraft reached a new high, 984, and the following day the all-time Wing record of 1005 sorties in one day was established. 72 percent of these missions were close cooperation.

Two of the Wing's fighter groups, the 50th and 358th received Presidential Citations for their, intripid and effective attacks during the March breakthrough.

To keep up with the precipitous advance of the Allied forces, Wing headquarters moved to Edenkoben, Germany on the first of April.

In the last two weeks of the war fighter-bombers pulverized the remaining piecies of the shattered enemy air force. Planes of the Wing escorting medium bombers on forays against the southern German arifields sighted parked jet-jobs and plunged to attack. 50th and 358th Groups were recorgnized for there outstanding achievements in these raids.

On the 29th of April, Wing headquarters moved to Schwabisch Hall where it resumed operations with Control Center 2, Nine days later the war en Europe ended.

After the end of hostilities, the wing moved to Darmstadt in late June and started to reallocate its various suborinate units to the Pacific and home. After the first few weeks of victory in Europe the groups started and intensive training program which lasted until redeployment crippled these units.

Between the period of the V-E and the end of the year the 366th, 36th, 354th, and 406th Fighter Groups and the 417th Nighter Fighter Squadrons were added to the Wing. The 27th, 50th, 324th and 358th Fighter Groups were filled with high-point personnel and redeployed to the United States. The 582nd SAW Battalion long the Wings mainstay in Radar controlling was deactivated in November 1945.

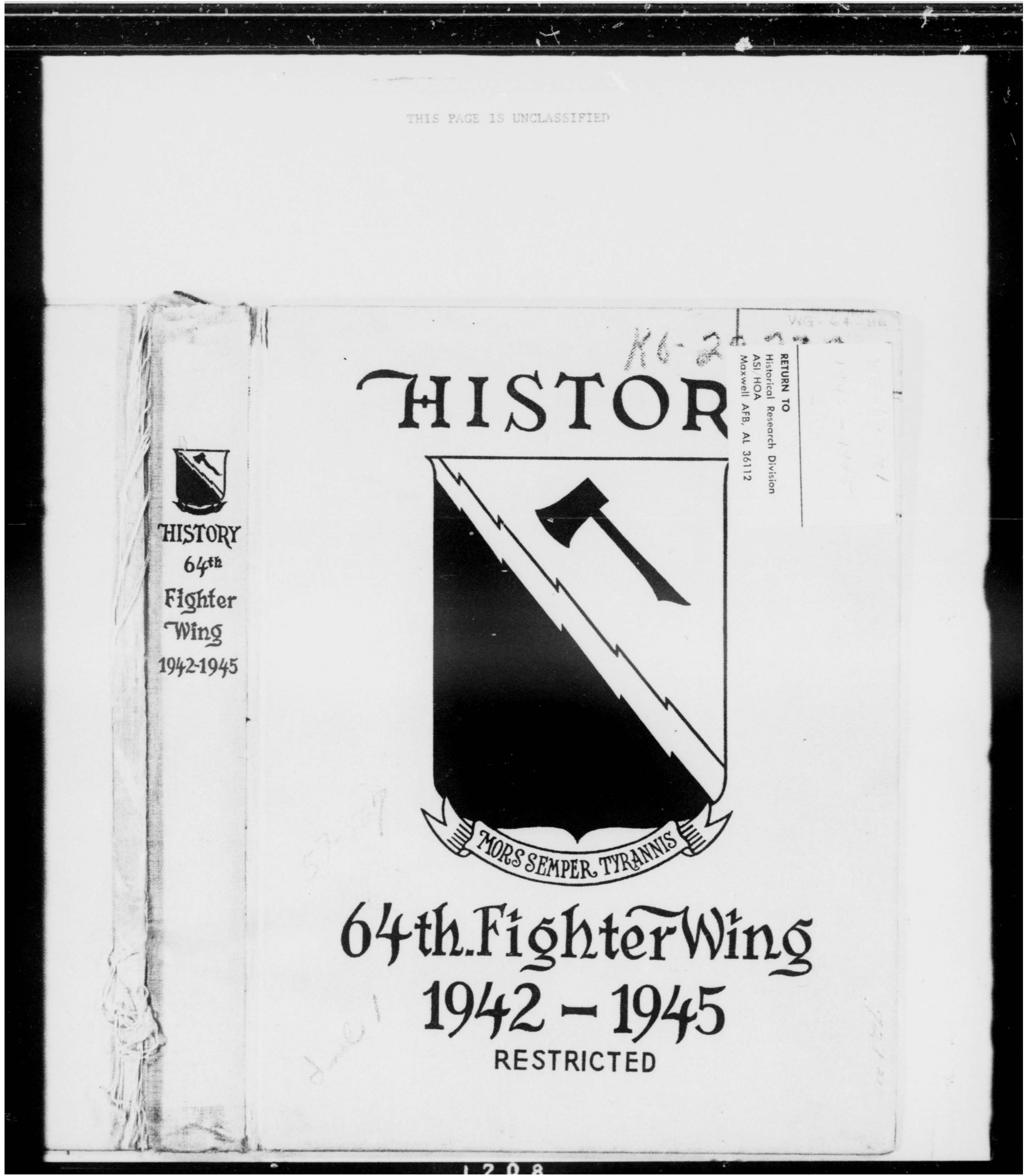
Brigadier General Ned Schramm, the present Wing Commander took over the Wing in late September 1945 and Colonel Jackson was redeployed.

On the 1st of December the Wing headquarters left bombed-out Darmstadt for for Bad Kissingen the Wing operated right next to its senior Organization, XII Tactical Air Command.

On the 17th of December the various Air Service Groups on the Group fields were assigned to XII TAC and further assigned to the Wing. This makes for an even more closly knit system of operation.

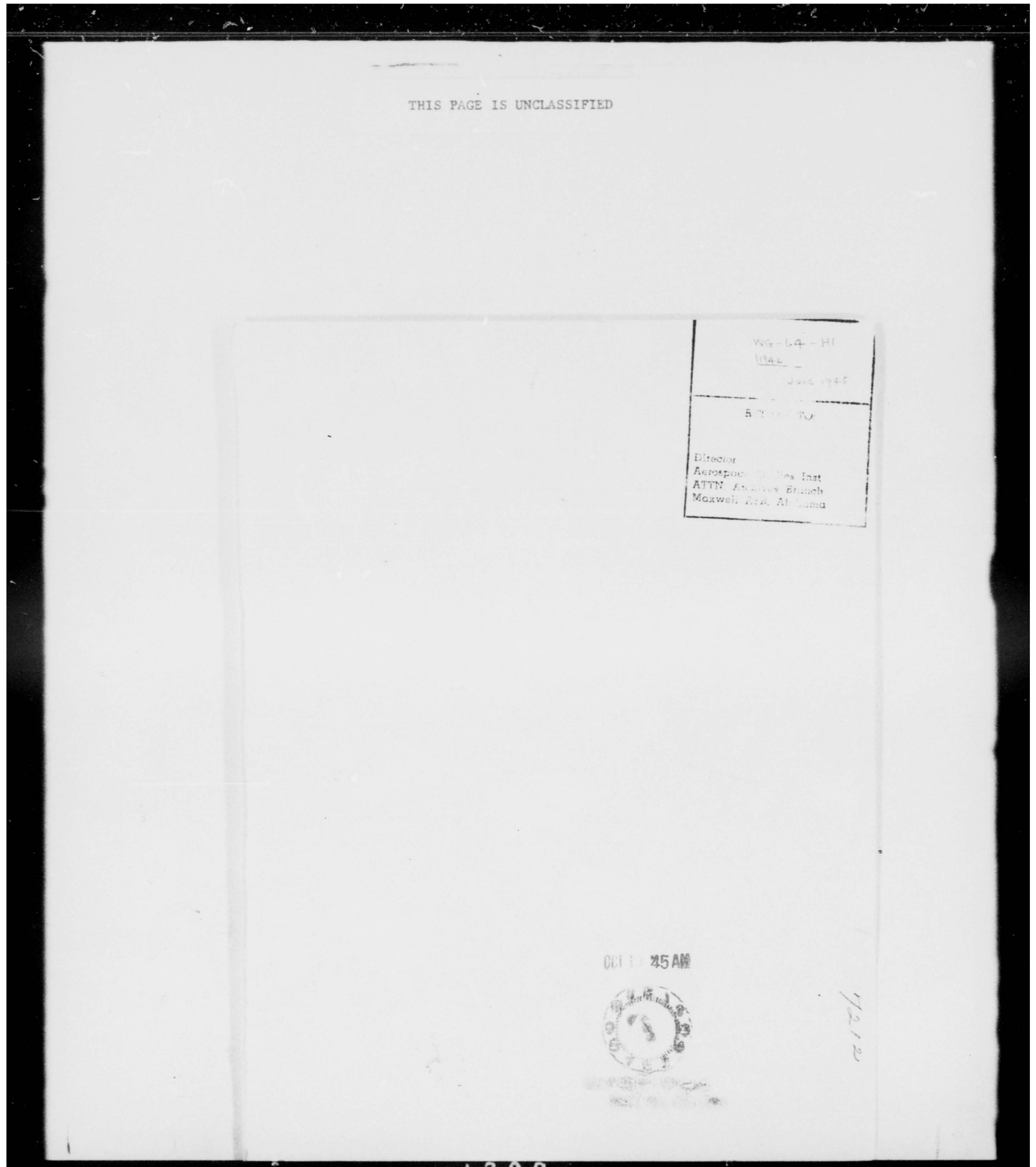
Throughout its existance, the Wing has constantly tried to increase its efficiency and improve its various techniques. Much of this was done by learning from bitter experience and a great deal resulted in many lives and much equipment being saved. The ability and cooperation of the personnel in the Wing and its suborinate units made it one of the most feared and hated of all organizations by the enemy.

From the time it was activated the Wing has made an excellent record in every phase of combat operations, and did very much to crush the Nazi horde and make the world a better place in which to live. This could never have been accomplished without the untiring and unfailing devotion to duty which has been prevalent in every officer and Enlisted Man.



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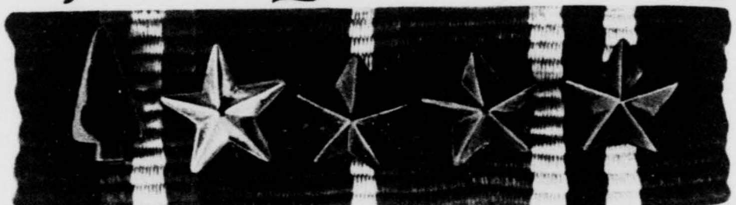
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HISTORY



64th. Fighter Wing



1942 — 1945

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EDITORIAL STAFF

EDITOR	*LT. COL. EDWARD C. DANFORD*
HISTORIAN	*CAPT. WALTER L. HAHN*
PHOTOGRAPH EDITOR	*CAPT. VIRGIL P. BARTA*
LITERARY EDITOR	*CAPT. HERBERT SCHEFTEL*

Compiled and Written
by
T/Sgt. Harlan S. Campbell S/Sgt. Philip S. Campbell
S/Sgt. John M. Lexcen

Photographs Prepared
by

Sgt. Peter G. Clauss	*Sgt. Raymond N. Earl*
Sgt. Arthur R. Craig	*T/5 Damon W. Sharp*

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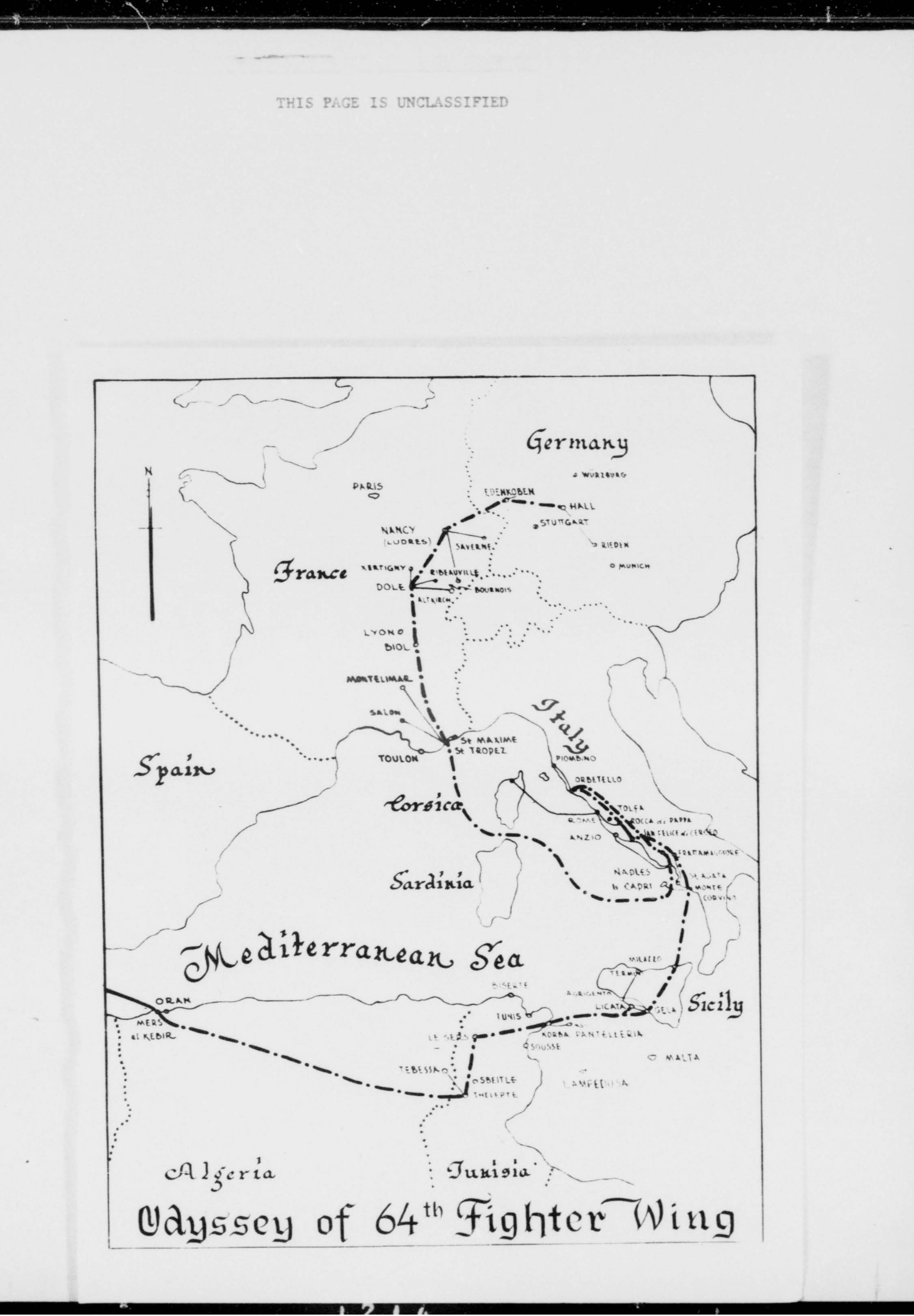
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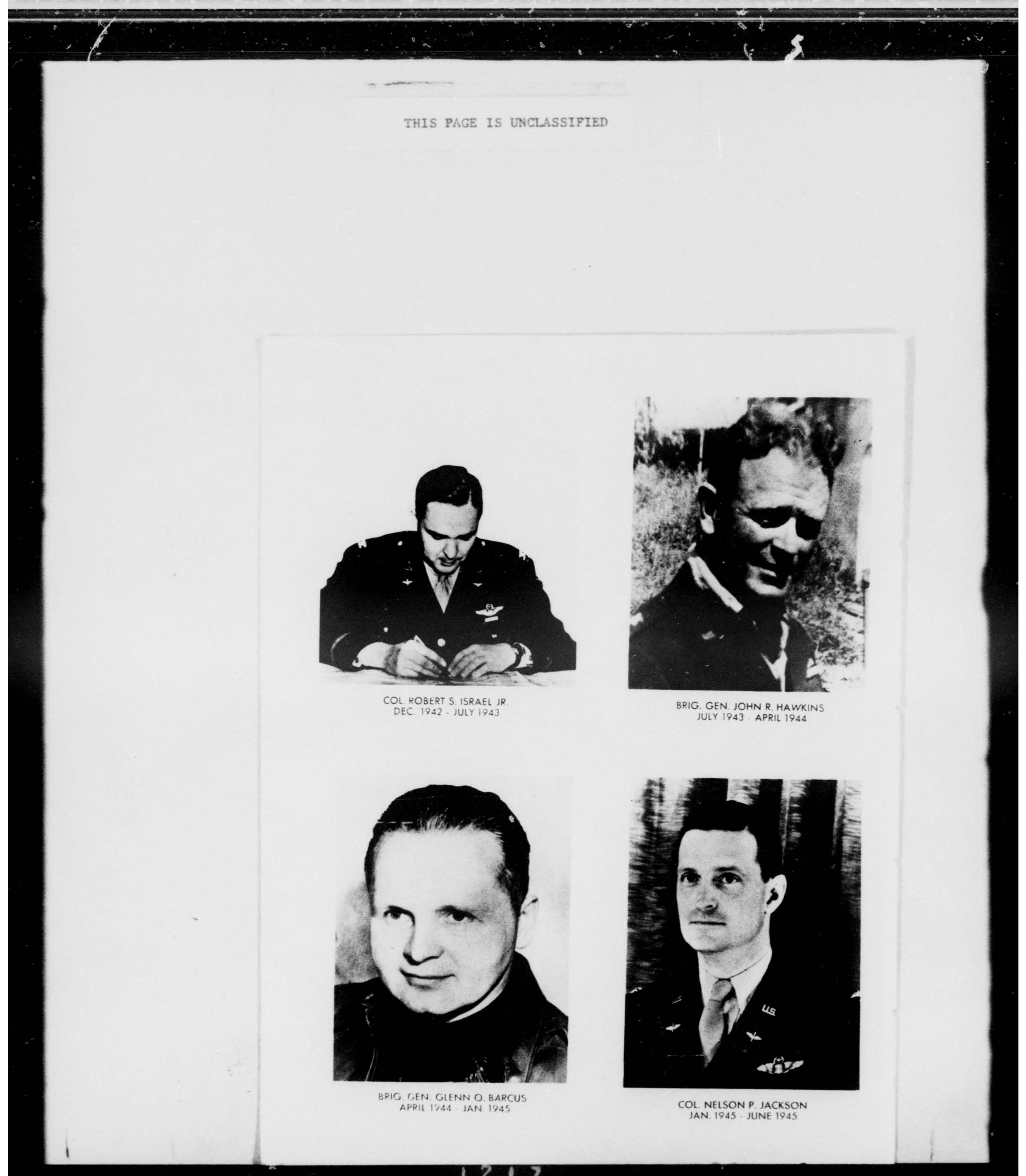
July 1945



Odyssey of 64th Fighter Wing

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TABLE OF CONTENTS



COL. ROBERT S. ISRAEL JR.
DEC. 1942 - JULY 1943

BRIG. GEN. JOHN R. HAWKINS
JULY 1943 - APRIL 1944

BRIG. GEN. GLENN O. BARCUS
APRIL 1944 - JAN. 1945

COL. NELSON P. JACKSON
JAN. 1945 - JUNE 1945

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FOREWORD

There are several histories of the 64th Fighter Wing. There is the matter-of-fact history extracted from operational logs and from files of orders and directives, the sort of statistical narrative that is necessary to future historians and statisticians. Then there is the warm flesh-and-blood history, compounded of the personal anecdote, of the amusing and the unhappy incidents that have happened to the members, past and present, of this command and which will be useful later as a skeleton on which to hang the inflated, fanciful war experiences we shall tell our grandchildren. This history will help to remind us that the war and the part we have played in it have been more than hard work punctuated by intervals of boredom and misery and fear. And finally there is that sort of pictorial history, which is most like a travelogue and which evokes the look and the smell and almost the feel of the many places the Wing has been, the places with exotic names, dingy streets and dingier inhabitants and the places whose names bring a warm glow of remembrance, stretching from Africa through Sicily, Italy and France to Germany.

Each of these types of history will have its place here. Posterity will naturally be most interested in the job which the 64th Fighter Wing set out to do and in how well it has accomplished it. The history of operations, of what the Wing did, where, and at what time, will therefore be of chief concern. Here will be recorded the problems the Wing has faced and how in finding their solutions the Wing has developed and grown, much as a child becomes an adult. At no time has the Wing been static; it has constantly been learning through experience and applying the lessons learned to the defeat of the enemy.

The war in Europe is now ended, and its ending will eventually permit us to survey the work done, the triumphs and the setbacks, with a perspective that will reveal much of the true significance of things. This history, however, has been written and published immediately upon the cessation of hostilities with Germany in order that all those who have had a part in making it may read it. As time elapses our per-

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spective of World War II and the Wing's part in it will become clearer. This book is the story of the Wing as seen now through the eyes of some of its officers and enlisted men. In it each member of the 64th Fighter Wing will be able to find his place and to derive a corresponding sense of satisfaction from the knowledge of his contributions to the Wing's successes. It is an inspiring story that is set down here, a story that each man in reading or telling can be proud to have had a part in creating.

SCHWÄBISCH HALL, GERMANY

June 1945

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Traces of snow still covered the ground. The foxholes were wet and miserable. The air was clearing but clouds still shadowed the positions on the front lines. The G. I.'s were anticipating an offensive.

"They're going to send in the planes as soon as it clears."

"How can they use planes this close? They'll probably use artillery."

"Nope. Artillery beats the hell out of those pillboxes, but it can't wreck 'em like bombs can."

They gazed across the intervening ground between the Allied lines and the pillboxes of the Siegfried Line. Machine gun and "88" emplacements within the Siegfried Line threatened any movement in the Allied positions.

The drone of motors was heard, faintly at first and then in increasing volume.

"Planes."

"Bombers, I guess. Going into Germany."

Thunderbolts plummeted through the ceiling of clouds into view of the startled infantrymen, raced in over the Allied positions and strafed the German pillboxes. Heavy bombs crashed into the enemy's positions, blasted concrete from the camouflaged emplacements. More planes dived to the attack and along the Line the concussion rolled in waves. The earth rocked and the Allied infantrymen clung to the damp floors of their foxholes, expecting momentarily to be hit by the bombs.

"They're bombing too close – – they'll hit us."

The concussions continued, then ceased and only the receding drone of the powerful motors was heard. The men in the foxholes lifted themselves from the damp floors, searched for casualties and found that no one had been hurt. The Allied positions had not been touched. As the men advanced into the broken pillboxes, saw the enemy dead and rounded up the dazed Germans they asked themselves:

"Damn, how can they bomb so close?"

Here's the answer – – –



PART I

THE BEGINNING

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Chapter I

TOWARD THE SOUND OF THE GUNS

The Wing began with a different name, a more passive name than it has now — the 3rd Air Defense Wing. It was activated on 12 December 1942 at Mitchel Field, New York, more than a year after the United States had entered the war and a month following the invasion of North Africa in November 1942.

Immediately after the Wing's activation, the first personnel began to arrive from the Air Defense Wings of Boston, New York, Philadelphia, Los Angeles, San Diego and San Francisco. When these officers and men were assembled at Mitchel Field shortages in the Tables of Organization were filled with personnel from the Santini Staging area at Mitchel Field. Col. Robert S. Israel, Jr. assumed command on 17 December 1942, taking the position he was to occupy throughout Africa.

The Wing was first housed in the Santini staging area, living in the temporary barracks there. Later it moved to temporary barracks on Mitchel Field. Here the assembled personnel were put through the usual indoctrination routine. There were medical inspections and innoculations. Clothing had to be drawn. Then, too, there was training: identification of aircraft, chemical warfare measures, firing on the range. The men endured several long hikes – conditioning as it was called. Technical personnel received some synthetic training. Controllers were put through their paces in simulated operations. They had to be equipped with the latest information before proceeding overseas.

Despite the fact that there was necessity for speed in the training received by the men at Mitchel Field they were given thorough briefing on the phases of military life they would later experience. But the recreational side was not forgotten. Personnel received passes after the first days of organization so that they might spend the last few days of their State-side existence wondering at the never-ending attractions of New York and wondering too at the speed with which a month's pay could be consumed while they gazed at and participated in those attractions.

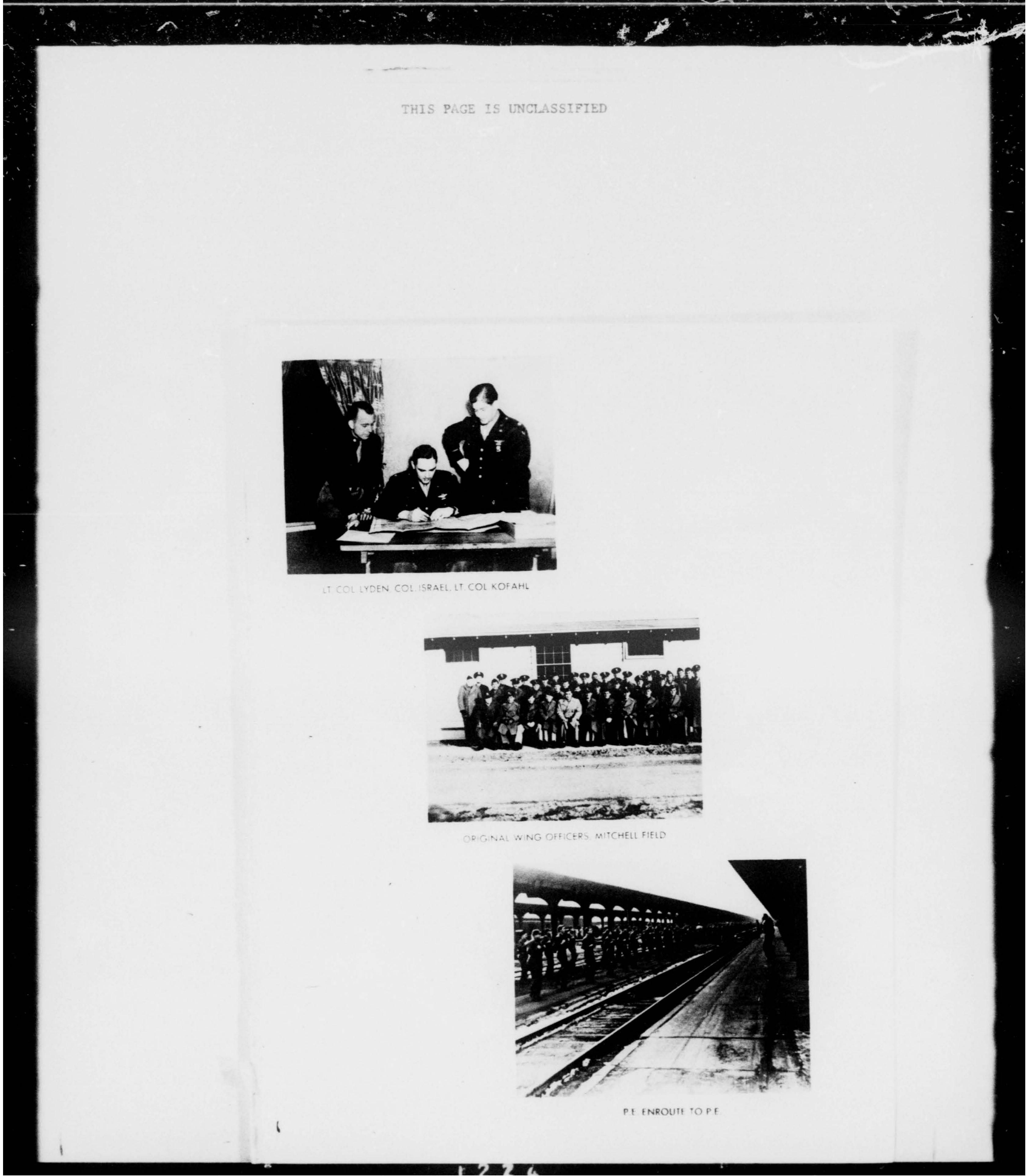
Oldsters with the Wing recall, not without a certain amount of nostalgia, those weekend passes – the dance floors at the Copacabana, Leon and Eddie's, Club 21 and Roseland. To some officers and men with the Wing since the beginning the recollection of recreational passes in New York conjures up a number of poignant memories. There was, for instance, the time several junior officers attended the first great combined Debutante Party. The formality of having an invitation was something these officers had not considered. After all, a bold approach and the slightest hint that one represented a certain detective agency looking for jewel thieves served just as well.

The drudgery of training in the camp and the gaiety of relaxation in the Big Town lasted briefly. On 7 February 1943 the 3rd Air Defense Wing boarded the M.S. Sloterdyk at Staten Island. It was a cold day, but the sun was shining, a pleasant day to begin a cruise – even a wartime cruise.

On board the "Sloterdyk" was the 82nd Fighter Control Squadron commanded by 1st Lt. Robert C. Lomax. The 82nd, activated on 9 February 1942 as the 82nd Intercept Control Squadron, was redesignated the 82nd Fighter Control Squadron on 20 May 1942. It operated under the Fourth Fighter Command in California until 14 January 1942 when Lt. Lomax assumed command and brought the organization to the staging area at Camp Kilmer, New Jersey. The 82nd was eventually assigned to the Wing and operated with it from the beginning of the Wing's participation in the African campaign, but orders assigning it officially were not issued until 24 July 1943. On the "Sloterdyk" were a cadre of 90 men and 6 officers and some radio equipment. The remainder of the personnel and general purpose vehicles were to be picked up in Africa.

The M.S. Sloterdyk was a veteran Dutch merchantman. She had seen a great deal of the war and had been the intended victim in several submarine attacks but escaped all of them unharmed. Since it was a converted freighter its troop carrying accommodations weren't quite comparable to those of a luxury liner. The food, never too good, grew progressively worse as the voyage lengthened. Men accustomed to the abundant and well cooked U.S. Army rations in the States felt they were being starved to death on two meals a day.

Col. Israel was troop commander aboard the ship which contained, in addition to the personnel of the 3rd Air Defense Wing, a contingent of colored security troops and some paratroopers. Col. Israel, a man who believed in thorough training, had the Wing personnel receiving instruction in aircraft identification and chemical warfare in addition to listening to lectures on the problems they might meet. Those officers and men who had been thoroughly trained in aircraft recognition discovered they could put that training into practice. When the convoy approached the African coast they were assigned watches during which they had to maintain constant surveillance of the skies around the ship.



LT. COL. LYDEN, COL. ISRAEL, LT. COL. KOFAHL

ORIGINAL WING OFFICERS, MITCHELL FIELD

P.E. ENROUTE TO P.E.

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The crossing was not too rough, considering the time of the year. There were some days which brought more than their allotment of seasickness but the convoy route was to the south and consequently missed the stormy North Atlantic. A Nazi submarine wolf pack put in its appearance and followed the convoy during most of the voyage. This was the custom in those days. Convoys without wolf packs following didn't amount to anything and men who sailed in them were shunned like lepers.

There was one incident which caused some apprehension. One of the "Sloterdyk's" engines gave out. During the time it was being repaired the ship was a considerable distance behind the convoy, which couldn't afford to stop because of one disabled ship. The ship's captain said afterwards that the vessel had been in extreme danger because the submarine wolf packs particularly enjoyed attacking "sitting ducks" — ships which couldn't keep up with the convoy. The "Sloterdyk" had been a sitting duck for over an hour. Position in the convoy was regained within another two hours and the voyage continued to Africa without further incident.

Gambling, reading and writing became the most popular forms of relaxation aboard the ship. These and speculative bull sessions on the subject of war and what to expect in the way of wine, women and song overseas constituted the recreational program. The facilities for other entertainment were somewhat limited.

The colored security troops assisted in the entertainment by providing a jam session on one sunny day when the ship was approaching the southern latitudes. Seemingly out of nowhere an orchestra appeared on deck and began to play. As the music grew stronger and more violent other instruments were added until the ship itself seemed to rock with the melody. Some of the colored boys, stripped to the waist, their bodies gleaming in the sunlight, began to jitterbug. Clustering around the sweating dancers Wing personnel spent the greater part of the day taking an impromtu course in the appreciation of swing music.

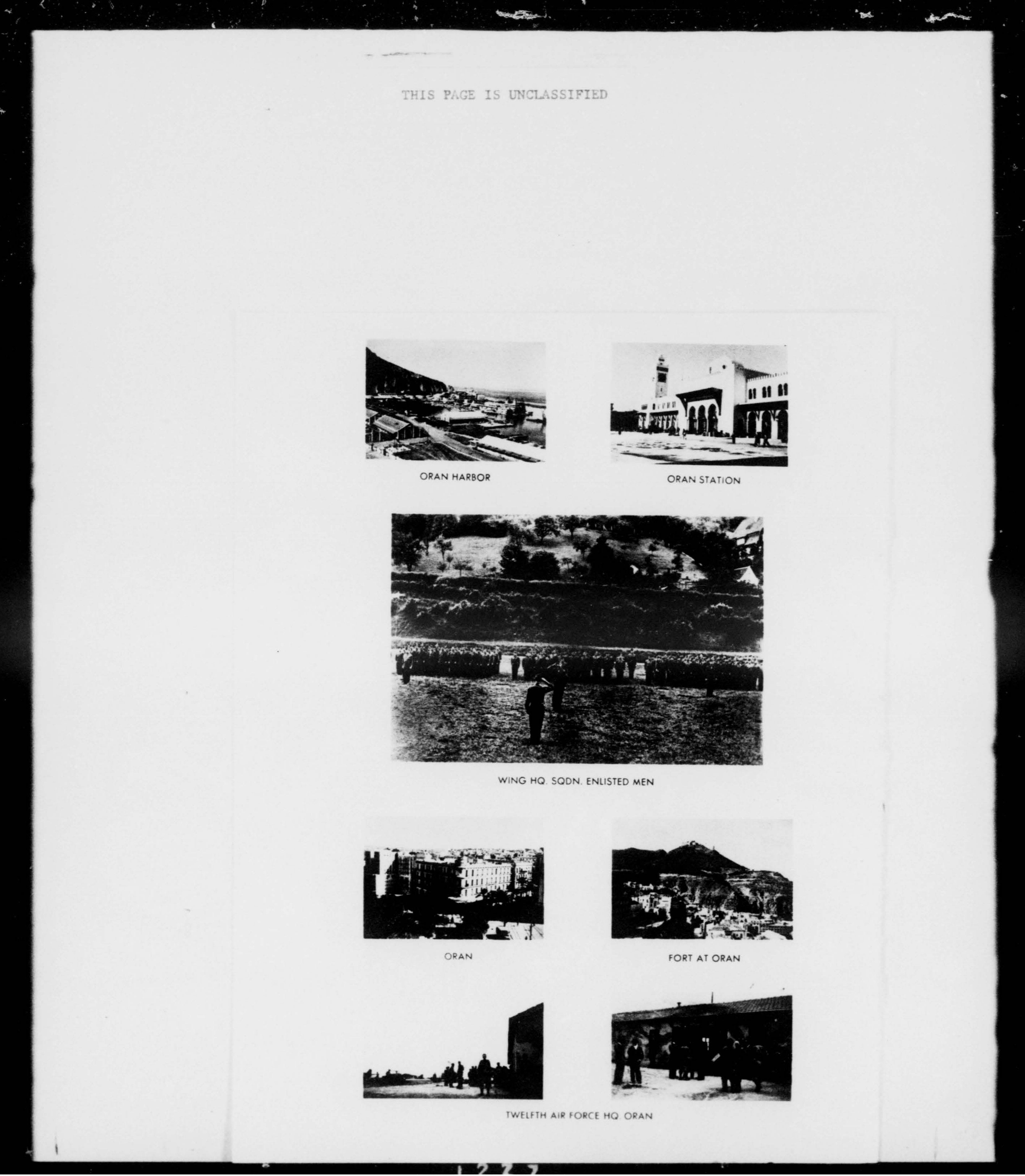
For the most part, however, the ocean voyage was monotonous. The days piled one on another with dull regularity. There were a few alarms but the convoy, heavily escorted, proceeded the entire distance without attack by submarine or aircraft.

On the night of 21 February the convoy saw the lights twinkling in neutral Spain and in Spanish Morocco. Slowly the ships eased through the Straits of Gibraltar, the Pillars of Hercules. Many men sat up till four in the morning hoping to see the "rock" as they had mentally pictured it, but Gibraltar was blacked out. Ceuta, Morocco and La Linia, Spain were the first illuminated cities seen. Disappointment was offset by the realization that the convoy was sailing into the Mediterranean. The "Sloterdyk" pulled into Oran's harbor of Mers-el-Kebir on 22 February 1943 and the first stage of the odyssey of the Wing was completed.

Training in the United States and the trip across the Atlantic were over. The 3rd

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Air Defense Wing was in the war. In Africa the Luftwaffe was formidable, for this was in the days when German planes roamed the African skies in large numbers, and defensive measures were of greatest importance. The first assignment would be to give the alarm of approaching German aircraft and to vector Allied pilots into interception with the Jerries. Until the German Air Force was knocked out the role of the Wing was to be one of defense.



ORAN HARBOR

ORAN STATION

WING HQ. SQDN. ENLISTED MEN

ORAN

FORT AT ORAN

TWELFTH AIR FORCE HQ. ORAN

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Headquarters: "LT BLANK CMA PILOT OFFICER CMA REPORTED ETHER (*KILLED*) CMA CAUSE OF DEATH COLON COMPLETE DISMEMBERMENT CMA PLANE CRASHED ON BLIND LANDING PD" "CAPT DOE CMA PILOT OFFICER CMA REPORTED MIA CMA CAUSE COLON REPORTED MAYDAY NEAR TUNISIAN COAST PD". The necessity for reducing non-combat accidents and casualties and for giving all possible navigational support to pilots enabled Col. Israel to win his point of getting the Command an active part in the campaign.

As soon as the mission of the Wing was established Headquarters started moving to Thelepte by B-17 and C-47 air transport. Here the Ops unit "Goodluck" was formed and started functioning under the command of Col. Israel. It operated an SCR 572 Ops block, two SCR 573 transmitters, two SCR 574 receivers, and three SCR 575's as its fixer and homer net.

On 18 March 1943 a second Ops was formed of personnel from the Wing Headquarters, the Provisional SAW Battalion, and the 82nd Fighter Control Squadron. This Ops was commanded by Lt. Col. Leonard C. Lydon, Executive Officer of the 3rd Air Defense Wing. (Col. Lydon later became Commanding Officer of the 324th Fighter Group under the operational control of the Wing. He was killed near Stuttgart, Germany, in May 1945). The second Ops moved forward to Sbeitla, Tunisia, to operate as close to the front lines as possible. Here too a fixer net was set up consisting of one SCR 572, two SCR 573's, two SCR 574's, one RAF COL (Chain-Overseas-Low) and several radar units. Homers were furnished from the nearby 33rd Fighter Group. Under the callsign "Grubstake" this unit remained in operation almost continuously until shortly after the invasion of Southern France when, in the overall reorganization of the units, it became Control Center 2.

From Oran the remainder of the Wing personnel moved to Tebessa, Algeria, by truck convoy. The move was made during a driving rainstorm which soaked the men and their equipment.

At Sbeitla and Thelepte the Wing entered on its first mission – to protect the ground forces by defensive patrol and maintain early warning to alert airdromes and other installations of approaching raids. In addition to warning the pilots of enemy air activity the Wing gave help by navigational aids and homings to friendly aircraft. They were told which course to fly that they might reach their home base when they were lost. Pilots were given the shortest route to a friendly airdrome when ack-ack or aerial combat had wounded them or damaged their planes. They were notified of the nearest available flat land upon which they could make an emergency landing. If a plane was shot down, or crashed for other reasons, the Wing could "fix" the spot of its landing and accurately direct the rescue party.

The strategic value of the experienced fighter pilot was recognized early in the battle

for superiority of air power in Africa. In battle many of the experienced combat-wise pilots of both air forces were shot down, but by furnishing navigational aid, prompt direction to lost planes, and rescue of pilots the Wing enabled the Allied forces to maintain the power and offensive punch which eventually swept the Luftwaffe from the African Theater.

In the air the enemy, using their standby ME-109's and JU-87's, had superior numbers of fighters and fighter-bombers. Their bomber strength consisted of large numbers of JU-88's. There were also supplementary miscellaneous aircraft of German and Italian manufacture. The fighters and fighter-bombers constantly harrassed Allied ground troops and supply installations and shortly, as Allied air forces increased in offensive power, the attacks turned against the airdromes and air force installations.

Under these conditions the Wing entered on its mission which was both defensive and offensive — to rescue and preserve the Allied air forces and furnish early warning to aid the destruction of the enemy air force. Primarily, available planes would be used to defend friendly installations from the constant attack to which they were subjected and to maintain patrols to intercept and disrupt strategic missions.

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Chapter 3

CAP BON

With aircraft available and its mission understood, "Grubstake" Ops 2 moved to Sbeitla, Tunisia on 18 March 1943. The camp was established near the Ops block and sanitation and mess facilities were installed. The decorative scheme was provided by innumerable cactus plants which became a considerable hazard at night if one didn't know the trails. The barbs from these cacti were long and sharp and they caused a painful swelling where they penetrated the skin.

When the position of the camp in relation to the front lines was established some consternation ensued. Reliable information placed the Ops ahead of the Allied front lines. The only friendly human beings between the Ops and the enemy were members of a sixteen man infantry patrol, a unit of the British Dunham Light Infantry. This, the men soon discovered, was the usual condition of desert warfare. Front lines were nebulous, often times imaginary. Boundaries were "subject to change without notice".

During these early operations in Africa the Wing did not have the efficient liaison with friendly ground forces that it developed in later campaigns. For that matter liaison with fighter groups was far from perfect. Fighter pilots were suspicious of the unknown voice breaking in on their radio. Controllers with "Goodluck" and "Grubstake" might call out "Hello, 'Red Leader', do you want a steer?" And the polite answer would come back "Hell no, leave us alone and get off the air." Soon, however, the realization spread among flying personnel that "Grubstake" and "Goodluck" were call signs upon which they could depend and that aid offered by these friendly voices was something they could use. They realized too that it was good to have someone telling them where the Jerries could be located. It saved gasoline, since otherwise they had to roam the skies in search of the Luftwaffe, roam blindly, sometimes missing the enemy by a few miles without realizing that he was there.

Ground control solved that problem. Enemy planes could be picked up by radar and followed from the ground. Eager airmen could be directed on the shortest route

that would get them to the enemy. This new understanding brought about the first steps toward a mutual reliance between pilots and ground control, an understanding which later developed into the highly efficient control of fighter-bombers so destructive to the enemy in France and Germany.

Mutual cooperation between pilots and controllers was brought about by the controllers, both at "Grubstake" and "Goodluck", who invited fighter pilots to the Control Rooms of Ops 1 and 2 and demonstrated the means of assisting pilots and the manner in which this assistance was accomplished. The pilots were impressed and their impressions were passed to other pilots and replacements entering the Groups. Thereafter "Grubstake" and "Goodluck" became familiar and welcome callsigns to pilots in the Tunisian campaign.

Another contributing factor to the efficiency of the operations was the visit of S/Ldr. Young, an RAF controller-pilot. S/Ldr. Young schooled the Wing's controllers in the many tricks and shortcuts developed in England where GCI (Ground Control of Interception) and Control Room personnel had become expert during the Battle of Britain. He pointed out the especially valuable information learned by the 211th Group (RAF) during its advance across the desert. He also passed information concerning "Grubstake" and "Goodluck" to the British pilots flying against the Luftwaffe over Africa. (S/Ldr. Young was later killed in action.)

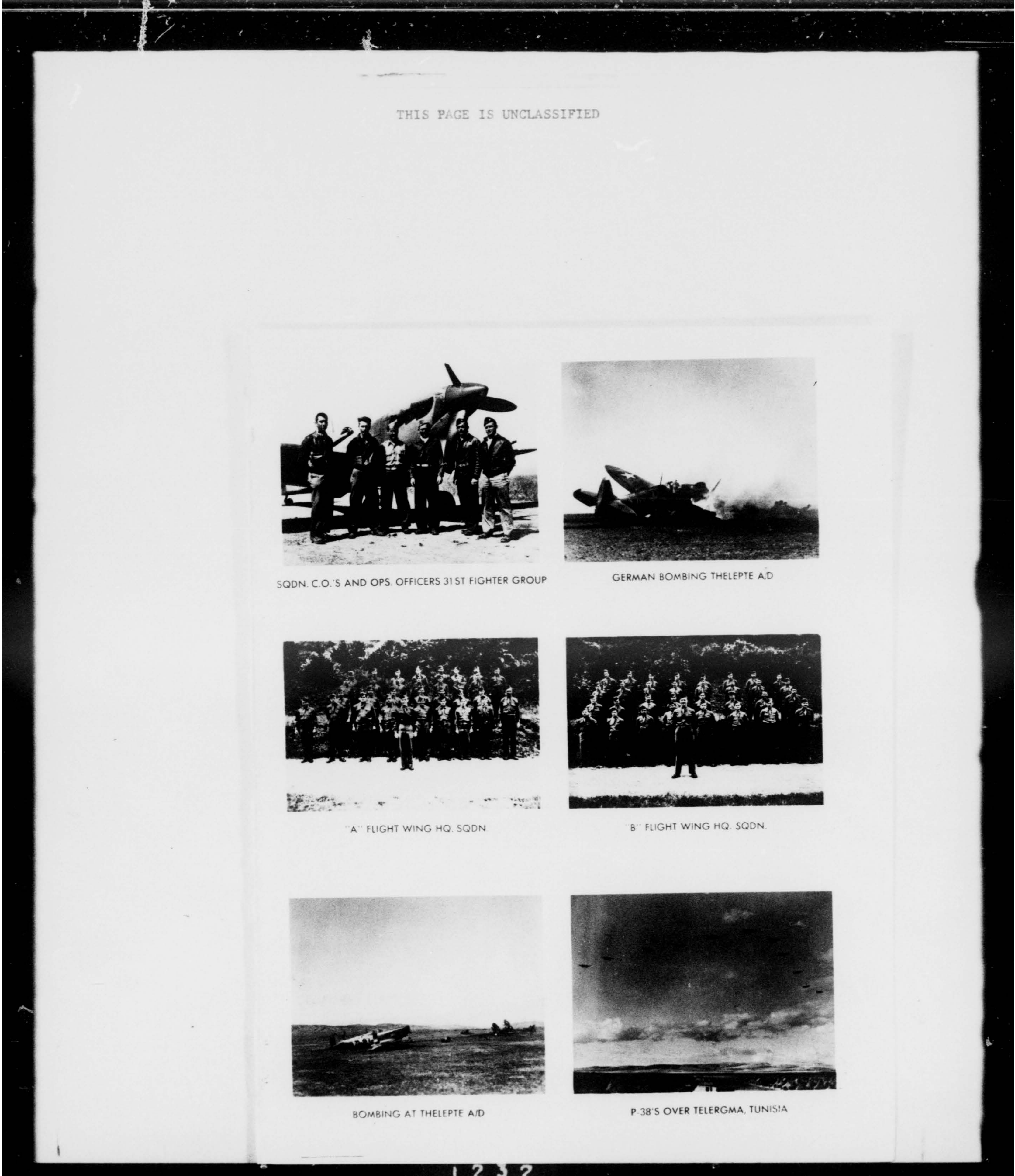
Since the Wing's mission at this time was one of defense the radars being used were of greatest importance. The Provisional SAW Battalion was equipped with twelve American SCR 602 sets. These sets were not primarily fitted to control interception of enemy aircraft. Most of the interception control had to be done from the Ops Control Room where the information from all of the radars was piped by landline or radio to the operations board.

Three COL radar sets manned by British personnel were provided by the British to the Wing for operational control. In addition the British furnished eight LW (Light Warning) units. The radar allotment was one COL and three light warning sets to "Grubstake" and the remainder, 12 LW's and two COL's, to the Main Ops "Goodluck".

During this period the German pilots frequently followed directly behind, or attached themselves to a flight of Allied aircraft returning to base. This trick allowed the enemy to approach the base with relative safety, to gain important intelligence, and to shoot down the friendly aircraft as they went in to land. With effective British COL's in operation this trick failed.

From information received from COL "Hull" the Ops Room controllers at Ops 2 could broadcast:

"Hello 'Redbrook Leader'. This is 'Grubstake'. There are three a/c at angels six



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SQDN. C.O.'S AND OPS. OFFICERS 31 ST FIGHTER GROUP

GERMAN BOMBING THELEPTE A/D

"A" FLIGHT WING HQ. SQDN.

"B" FLIGHT WING HQ. SQDN.

BOMBING AT THELEPTE A/D

P-38'S OVER TELERGMA, TUNISIA

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following your flight", or "Hello 'Bottle Leader'. This is 'Grubstake'. Will you check the number of a/c in your flight?"

In the first case the pursued could turn and attack the pursuers. In the latter case the flight leader, on checking the number of aircraft in his flight, sometimes discovered one or two extra planes which boasted black crosses instead of the distinctive white stars.

Located near the site occupied by "Grubstake" were two of the airfields from which the 31st and 33rd Groups operated. The proximity of the airfields allowed the men working with the Ops a grandstand view of many dog-fights, bombings and strafings which took place. Despite the 20 mm. and large calibre machinegun bullets which fell into the camp area, no personnel were killed or wounded.

The Wing suffered its first casualties in Africa when a jeep struck a mine near Kasserine on 20 March 1943. Maj. John J. Meany, Mishawaka, Indiana, and 2nd Lts. Joseph P. Heltman, Delaney, New York, and Louis I. Rosenberg, Washington, Pennsylvania were killed. Capt. Rueben Lapidus of the Provisional SAW Battalion was the only person in the jeep to escape death. Because of the serious wounds suffered he had to be evacuated to the United States. Capt. Alva Kaliher and 1st Lt. John B. Mott of the Provisional SAW Battalion left Djelma, Tunisia, on a radar siting mission and were reported missing in action on 3 April 1943. 1st Lt. Henry E. Cunningham, 1st Lt. Albert B. Virili, T/5 Lavern W. Randolph, T/5 Woodrow J. Cambre, Pfc. Joseph Gustein and Pvt. Andrew J. McEfee, all from the Provisional SAW Battalion, were wounded while on a radar siting trip.

Lt. Cunningham had established a reputation which lead to his nickname, "Three-mile Cunningham". It was his theory that future radar sites should be located well up forward. Frequently he went so far forward to pick the sites that he was beyond the advance ground elements. Since this was usually summarized in his verbal reports as being "About three miles ahead of the infantry", he was nicknamed "Three-mile Cunningham". His system of siting aided the rapid movement of the radars and he continued his methods until the time he was wounded. (During the final drive on Rome his jeep passed an armored halftrack which, at the moment of passing, struck a mine. The resultant explosion shattered one of Capt. Cunningham's arms causing his evacuation to the United States.)

"Goodluck", "Grubstake" and the Wing Headquarters Rear were in close communication with one another by landline and radio. Information of an administrative and operational nature could be passed with a minimum of time lag. This was especially important since the enemy raids on airfields and other installations were often picked up by radars with "Grubstake" before the planes came into range of "Goodluck".

There was no direct liaison with the sparse ack-ack batteries at the airfields. Air-

fields were alerted by telephone and they in turn alerted the ack-ack batteries. This arrangement was not entirely effective and later had to be modified to direct liaison with all batteries. Nor was there any direct liaison between the 3rd Air Defense Wing and the 1st and 2nd Air Defense Wings operating at Casablanca and Oran. This was not of prime importance since few raids on the rear areas were directed toward Tunisia and raids on the front seldom penetrated to the rear.

The system of employing two Ops units was carried throughout the rest of the Tunisian campaign and through Sicily. The Ops system was enlarged upon entrance into the Rome-Arno and Southern France campaigns.

During the latter days of the African campaign the preponderance of power which the Luftwaffe had enjoyed at the outset of the campaign was gone. Wherever German and Allied aircraft came together in nearly equal numbers the Germans came off second best. Allied fighter pilots, without combat experience at the beginning of the African campaign, soon were more than a match for the German flyers, some of whom were veterans of three years of combat. More and better planes were arriving continually from the States and strategic bombers from England were helping to even the odds by heavy raids on German aircraft factories. An efficient replacement system was furnishing the Allies trained pilots in numerical superiority.

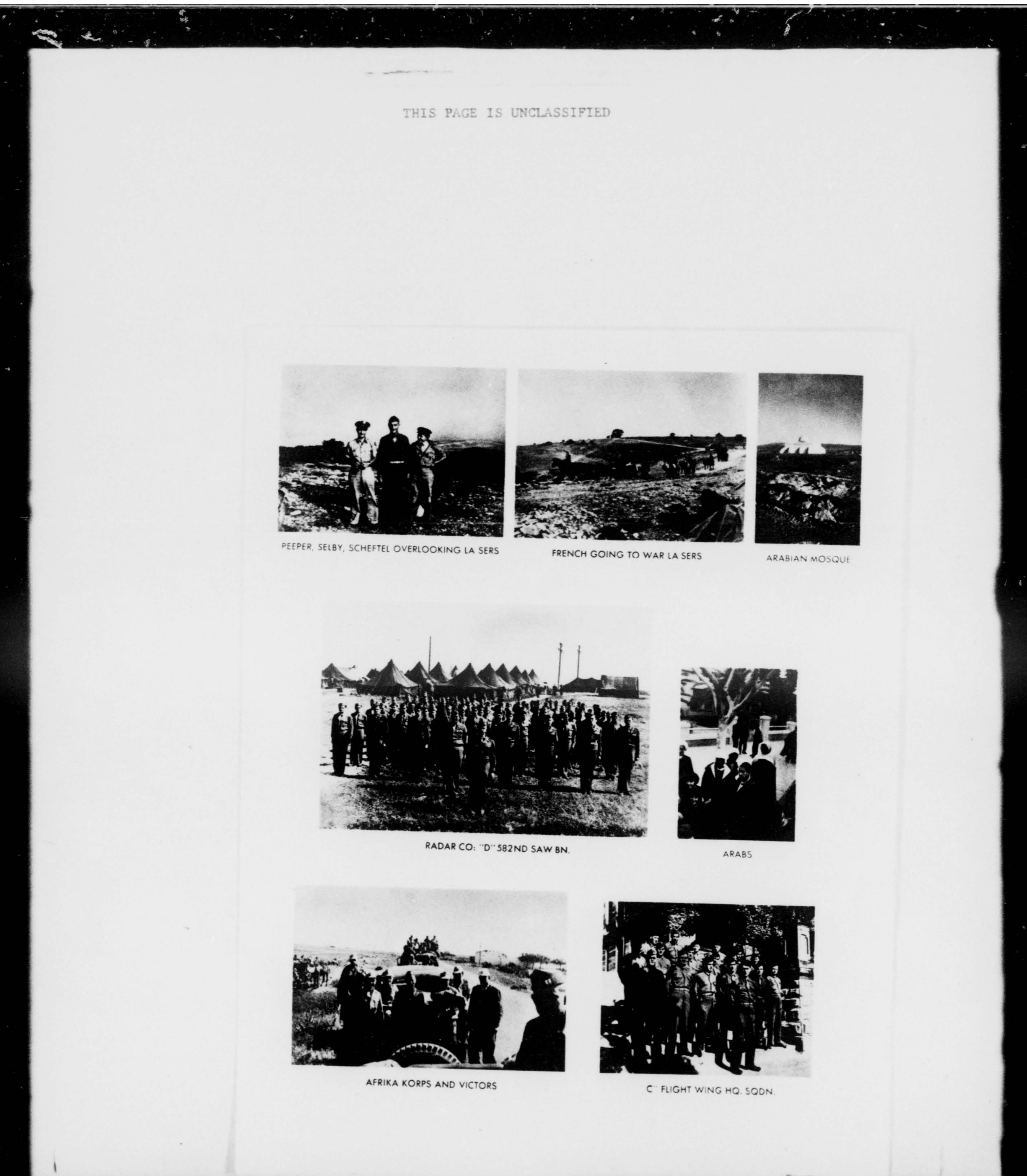
Again and again the combat excellence of Allied pilots was demonstrated. Eighteen Junkers 87's, operating under the protection of Messerschmitt 109's, were intercepted by Spitfires of the 52nd Fighter Group and 14 of the JU-87's were shot down. Operating later at LaSers the fighters of the Wing intercepted four Focke-Wulfe 190's and an ME-109 in rendezvous over the salt lake at Tunis. All the enemy aircraft were destroyed. The Wing was pursuing its mission successfully.

These instances and many others like them combined to make the skies over Tunisia untenable for enemy aircraft. From the standpoint of safety and morale the neutralization of the enemy air power was invaluable to the ground forces. It made their task less difficult and saved many lives which might otherwise have been lost. Air superiority was a major factor in making this a successful campaign.

With recreational facilities at a minimum in Africa the men of the Wing had to content themselves with card playing and other sedentary sports. Occasionally, if a soft piece of ground was available among the cacti and rocks, softball could be played. When it was possible to obtain material, reading was the favorite form of relaxation.

The most uncomfortable phase of the Wing's existence was the Tunisian campaign. Pyramidals were scarce and pup-tents became the customary living quarters for most men. Cots were not supplied and the men had to construct make-shift beds. Away from the coast the weather was either too hot or too cold and the traveling, done by truck convoy, seemed always to be during rainstorms or in smothering dust.

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PEEPER, SELBY, SCHEFTEL OVERLOOKING LA SERS

FRENCH GOING TO WAR LA SERS

ARABIAN MOSQUE

RADAR CO. "D" 582ND SAW BN.

ARABS

AFRIKA KORPS AND VICTORS

C" FLIGHT WING HQ. SQDN.

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PART II

TUNISIAN CAMPAIGN

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Chapter 2

LUFTWAFFE AND AFRIKA KORPS

Near the end of the rainy season in Africa, Wing Headquarters personnel disembarked in the midst of a tropical downpour at Mers-el-Kebir. The usual romantic conception of North Africa replete with symmetrical sand dunes and colorful chieftains on dashing Arabian stallions soon melted before the reality of mud-smeared scrubland and dirty ragged Arabs. There was not a horse in sight. The story book land of deserts, sunshine, and picturesque oases still remained fiction; it certainly was not here in this basin of rain and mud, overshadowed by sullen skies and colorless mountains.

Accurate impression of the native elements was established upon arrival by the appearance of a small skinny native boy dressed in rags. On his dirty and louse-infested scalp was perched a jaunty soiled red fez. The boy approached the landing party with the plaintive words that were heard many times later: "Chocolate, bon-bon, chewing gum, cigaret?" One of the officers in charge of the party replied with a "Get the hell out of here!" The boy's answer, while scarcely classic or printable, was reliable evidence that Africa had been invaded by American soldiers. Having delivered himself of the choice Brooklyn obscenity, he got the hell out of there.

Further impression of Africa and the campaigns to follow was gained on the march from Ste. Barbe Ou-lelat to Army Bivouac Area Number One – seven miles under full field pack through dripping rain on a muddy road at night. On Mud Hill, the descriptive name of Army Bivouac Area Number One, the legends of the encampment were rapidly diffused among the personnel. Men who strayed from the beaten paths were never heard from again; the mud extended to a depth of five thousand feet; few men ever left the place. For the Wing, Mud Hill was only a temporary stop-over where the organization received assignment and integration with the XII Air Support Command. Originally the Wing was ordered to operate the air defense system of Algiers. The English were already in Algiers and the Wing was to go back to the Orleansville area (about halfway between Algiers and Oran). Col. Israel did not relish this assignment in a quiet

area and was finally able to get the Wing assigned to the Thelepte sector. The 3rd was the first American fighter wing to enter a combat area.

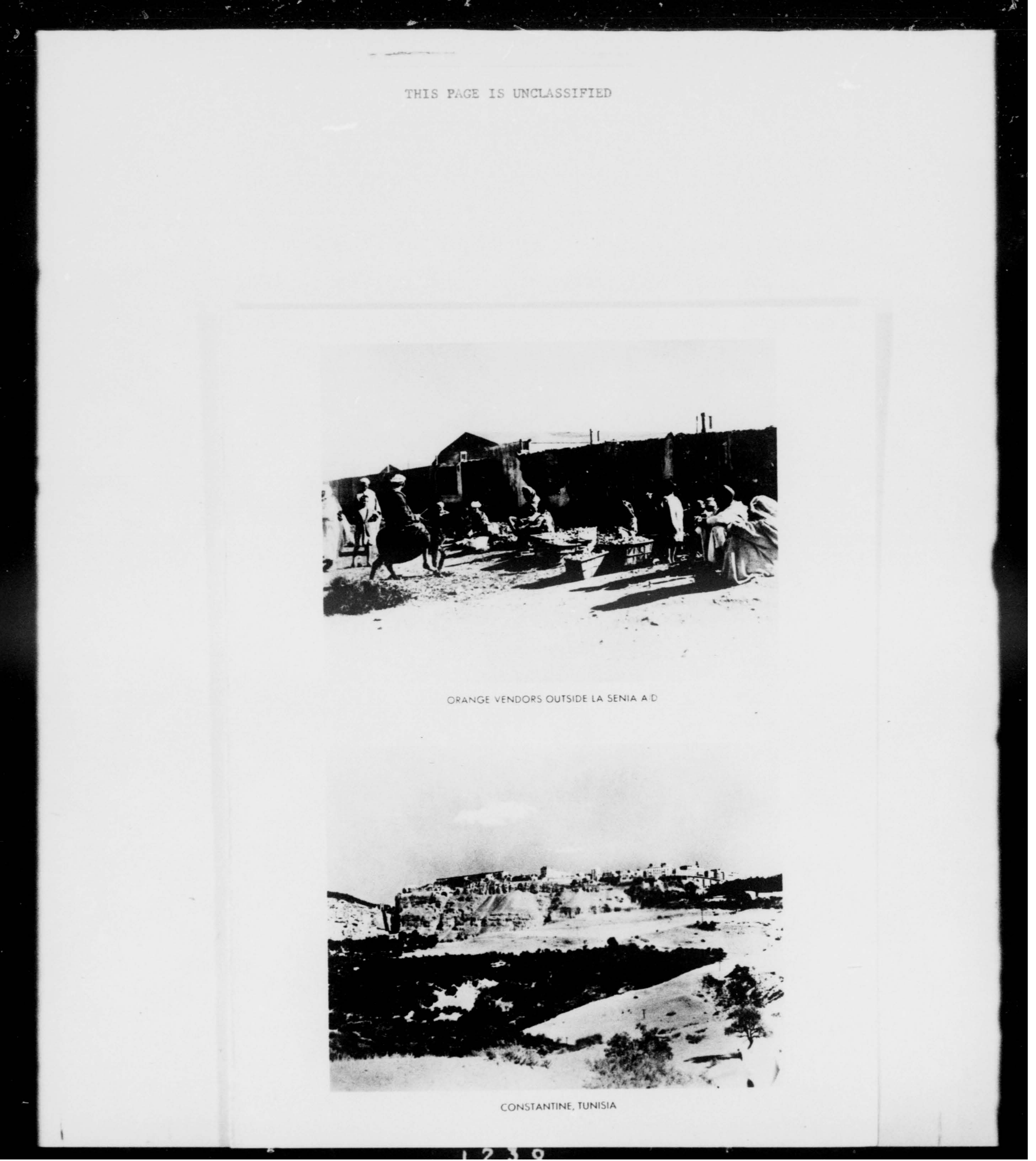
A detachment of Headquarters and Plotting Company, 561st Signal Aircraft Warning Battalion, and the 732nd, 733rd, and 734th SAW Companies were attached to the command to aid in the accomplishment of its mission. Each of these had been a separate organization operating independently of each other and of the air forces. Operational necessity eventually required a greater degree of coordination and these four units were reorganized by XII Air Support Command in April 1943 as the Provisional SAW Battalion commanded by Lt. Col. Wilbert A. Speir. Under this name the Battalion operated sometimes under XII Air Support Command and sometimes with the Wing. It was finally assigned to the Wing on 31 July 1943 and redesignated the 2691st SAW Battalion (Provisional) (Mobile) and has been with the Wing ever since under Col. Speir's command. On 15 January 1944, War Department authorization for a T/O and E was received and the organization became the 582nd SAW Battalion.

The function of the SAW units in Africa was to provide radar coverage of the air over the battle front and over installations in the rear. During the African campaign these units operated SCR (Signal Corps Radio) 602's. These radars, like all others, determine the position of aircraft by transmitting high-frequency directional radio waves, receiving the same waves when they are intercepted and reflected by the metallic surface of the aircraft and display the location of the aircraft electronically as echoes or "blips" on a fluorescent cathode ray tube. From the information displayed, azimuth (direction of aircraft from the radar), distance in miles, a close approximation of the number of aircraft and the identity of the aircraft can be determined. Besides providing thorough coverage of the area within their range the 602's frequently furnished useful information of the location of enemy armored columns, railway guns and convoys at sea. Frequently artillery shells were tracked although their trajectory was so short that adequate warning was impossible.

The mission of the 82nd Fighter Control Squadron was to operate fixer and VHF (Very High Frequency) equipment and by air-ground communication to direct fighter aircraft on intercept missions or to assist aircraft in returning to base. Fixer or D/F stations operate on an entirely different principle from radar, depending on the transmission of very high frequency radio waves from the aircraft either in the form of a steady automatic signal called a "pipsqueak" or the voice of the pilot speaking through his VHF microphone.

VHF is simply radio communication adaptable either to code or voice which uses frequencies far higher than the commercial radio. Its use within the Wing has been for communication between aircraft and their bases, fixer stations and ground controllers. VHF is particularly satisfactory for this purpose because it is exceptionally free from

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ORANGE VENDORS OUTSIDE LA SENIA A/D

CONSTANTINE, TUNISIA

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static and atmospheric disturbances. Enlisted men of the 82nd Fighter Control Squadron were principally responsible for the operation of D/F stations and VHF installations. Officer personnel of the 82nd were mostly controllers who worked in the Ops Rooms vectoring aircraft onto hostile flights or giving navigational aid to planes returning to base and communications specialists who supervised radio and fixer installations. Controllers developed great facility in their work in Africa and were responsible for the destruction of many enemy aircraft and for saving an even greater number of Allied planes.

Working in cooperation with the Wing throughout Africa were four fighter groups: the 31st commanded by Lt. Col. F. Murry Dean, the 52nd commanded by Lt. Cols. Coward and West, the 33rd commanded by Col. William M. Momyer, and the 81st commanded by Lt. Col. Wade. Although these groups were not under the command of the Wing operationally they made available to the Wing's control a certain number of planes for "Scramble" interceptions.

Two British units then stationed in Algeria and Tunisia gave outstanding and cooperative assistance in the furnishing of complete air defense coverage. Located in the valleys and djebels were units of the 90th Wireless Observer Unit, a British organization which was attached to the Wing through Africa and Sicily. These units, constituted as ground observation posts reporting by radio, relayed visual information of movements of enemy aircraft and enemy troops. The central station of the 90th WOU received all reports and relayed them to the nearest operations unit of the Wing.

In cooperation with the air warning services, the British Intelligence had established a radio monitoring station close to the lines of battle. Dramatic results of the reports submitted by the station "Peeper" aided the establishment of air superiority in Africa, Italy and France.

Services rendered during the campaigns in the Mediterranean and France were invaluable to the tactical operations in which the air forces were engaged. In only one instance did "Peeper" make an exceptional request rather than supply exceptional help. This request concerned a one man intelligence unit operating from within the Luftwaffe to the increasing advantage of the Wing operations. German Pilot Officer Mueller (first name, rank, and serial number unknown) regularly, in conversation with his flight leader over the radio, divulged the time of take-off, destination, and time over target of his squadron and group. "Shut up Mueller; RADIO SILENCE WILL BE MAINTAINED!" did not deter his conversation which blithely informed "Peeper" of his mission.

Identifying Mueller's group, squadron and flight, F/Lt. William H. Turner, commanding "Peeper", pleaded, "Don't shoot him down – he's the best man we have!" But someone shot Mueller down. In spite of losing its prize operator, "Peeper" continued to provide accurate and timely information through all campaigns. F/Lt. Turner for

his part in the effective operation of this Signal Intelligence Unit was awarded the Order of the British Empire by his government.

At the time the Wing became an operational control unit the German counter-offensive at Kasserine Pass had been repulsed. In the immediate vicinity of the lines at the time of the battle, were several light warning radars of the 732nd, 733rd, and 734th SAW Companies, which had to be hastily pulled back to prevent their capture by the enemy. Jerry was alert to capture equipment which would aid his intelligence in determining the effectiveness of Allied radar and in inventing a means of counteraction.

The American warning sets had been safely withdrawn when word was received that a small British radar was in the Pass only a few miles from the advancing German columns. To rescue or to destroy that set was a necessity. Under the command of 1st Lt. Allen Benz, twelve volunteers of the 733rd SAW company advanced in two trucks to the site. The men were twice forced to abandon the vehicles to escape bombing and strafing by German aircraft. In perilous position, two miles before the advancing German armor, the men prepared to destroy the radar and with the British personnel withdraw to safety.

"We'll have to burn it", Lt. Benz instructed as the men assembled near the radar tent. "Find some gasoline."

"Where's the gasoline?" he asked the British sergeant in charge.

"Gasoline? — Oh, petrol!"

"Here's some," called one of the volunteers and appeared from behind the tent with a five gallon gasoline can.

Hastily the gasoline was poured over the tent and lighted. The flames sputtered low on the applied match. The tent failed to burn.

"What's the matter with that gasoline?"

Investigation disclosed that the gasoline can had been used as a water container and the tent had been doused with five gallons of water. Alternative action had to be taken immediately. The men assembled at a point approximately fifty feet from the set and fired into the mechanism with rifles and machineguns. Those parts of the set which could not be destroyed by gunfire were smashed with gun-butts and clubs. Their demolition accomplished the men piled into the two trucks with the British personnel and withdrew toward their own lines. In the ensuing ride to safety it was necessary to abandon the trucks three times to avoid the strafing German aircraft. Three Britishers were killed but none of the Americans was injured.

At the time of the German counter-offensive at Kasserine Pass, before the Wing had become operational, the forward battle area was not being completely covered for navigational aid, the fixing of positions of lost aircraft, or for air-sea rescues of the officers flying combat missions. Reports like these were constantly coming into Air Forces

MESSING IN TUNISIA

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64TH FLIGHT SECTION

FIGHTER GROUP HQ.

FIGHTER GROUP OPERATIONS

FIGHTER AIRDROME CONTROL

GERMAN STRAFFING TUNISIA

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Such living, complicated by location in difficult terrain, was far from comfortable. Food came mostly from cans, too often labeled C-ration. Some soldiers, endeavoring to correct deficiencies in their diet, allegedly conducted a brisk trade with the natives for items such as eggs, wine and melons.

Tea was a popular commodity on the Arab market. The soldiers carefully saved the tea leaves left after meals and dried them in the African sun. There was still enough strength in them to make a fair brew and besides the Arabs didn't like their tea too strong. This type of trading might be termed a sharp practice. On the other hand the natives weren't noted for being suckers.

It was rumored that some men traded clothing and items of equipment for eggs and other native foods such as oranges. It was more than rumor that some native men appeared in strange costumes. A GI barracks bag, with two holes cut in it, made a dashing pair of trousers. Burnooses of a material which resembled to a marked degree a GI mattress cover frequently appeared. These, however, could have been nothing more than coincidences; and even the native whose trousers were stenciled on the stern with a large "B", followed by a name and serial number — a stencil quite similar to that appearing on the American soldier's barracks bag — might have acquired his material through normal channels of supply.

In the interior natives seemed quite anxious to obtain swimming trunks. What the trunks were used for is not known. Some soldiers, with a more ungracious turn of mind, suggested that there was, after all, a serious shortage of girdles. All investigation of this economic problem, however, led to blind alleys.

So the men talked or played, traded and ate, took sun baths or read, played cards or rolled dice. They "operated" and learned well the tricks and shortcuts that stood them in good stead during the campaigns that followed. They thought often of home and waited impatiently for mail calls, compared letters and told what their loved ones were doing. They perspired and shivered, stood knee-deep in mud or choked from dust and sand. They extracted cactus barbs and compared cactus wounds and continually wondered how long it would take to defeat the enemy.

There were diseases and medical problems but nothing of serious nature arose to interfere with operations. Water was difficult to obtain. Baths were taken and clothes were washed in GI helmets. Dysentery was rare. There were some cases of diarrhea encouraged, the men believed, by the abundance of C-rations in their diet. Colds were prevalent during the rainy season and summer brought the threat of malaria warded off by atabrine.

The front lines changed early in April 1943. American forces had driven a wedge in the German line in an attempt to prevent a large number of enemy troops from reaching Cap Bon. "Grubstake" moved into this wedge, to the village of Ha-

djebel Aouin, Tunisia, on 9 April. Enemy forces were on three sides of the location of "Grubstake". Only one road could be used as an emergency escape route. The situation created a certain amount of nervousness.

One of the British light warning radars using the callsign "Dublin" was moved into the point of the wedge and for two days received flat trajectory bombardment from German artillery. The unit was damaged beyond immediate repair and had to be withdrawn. All personnel escaped serious injury.

The German forces on the side of the wedge farthest from Cap Bon realized the gravity of their situation and were determined to break through the American lines. "Grubstake" remained in this uneasy position at Hadjebel Aouin, not foolishly confident, but reassured by the proximity of a service company operating a gasoline dump. The men of "Grubstake" speculated that if the dump remained the position was reasonably safe from capture. If the dump moved ahead, the position was secured. If it moved back —.

The morning of the third day the men awoke to find that during the night the dump had been moved. Checking hastily, and discovering it had been moved to the rear, the commanding officer ordered "Grubstake" to move to LaSers away from the immediate danger of capture. The Ops moved and arrived at LaSers on the same day, 12 April 1943. Here they joined Ops I which had established operations. Wing Headquarters Rear remained at Tebessa.

The men with "Goodluck" were encamped on a hill above LaSers where the intense African sun beat upon them mercilessly. Since it was unnecessary to establish operations "Grubstake" moved two miles farther along the road and made camp in a cool olive grove near a stream. The comparative beauty of this spot elicited savage comment from the men with "Goodluck" enviously watching from their hot hilltop.

The shattered Axis forces were pushed into the confines of Cap Bon. There was no escape except by air or by sea. On 18 May 1943, "Grubstake" moved from LaSers to Kelibia, Tunisia, and "Goodluck" with Wing Headquarters Advance moved to Korba, Tunisia, where it was joined by Wing Headquarters Rear. Here the Wing operated in the last stage of the campaign which thwarted the frantic efforts of the Axis forces to escape across the Mediterranean.

After the final surrender of the Axis forces in Africa the men of the Wing received the first impressions of liberated cities. When the ground forces had occupied Tunis the soldiers were allowed to enter on pass and received their first joyous greetings of liberated people — French, Italian, Spanish, Arab and Jewish.

In Korba the final misery of living conditions in Africa was encountered. The men settled in pup-tents and tried to make themselves comfortable. They erected a

hutment for a dayroom and built a small mess-hall — small because building materials were scarce. At the XII Air Support Command area, three miles away, movies were shown frequently. Trips to the beaches were arranged daily. Supply problems had halted the majority of the mail and only a dribble of news from home reached the camp. Water was scarce. The nearest gasoline refueling point was fifty miles to the rear.

From an unknown source a rumor started. "G.I.'s who fought in Africa are going back to the States."

Most of the men through their own knowledge were certain of this. From another unknown source came the confirming statement that men assigned to the XII Air Support Command had been paid with United States currency. Morale lifted in a false flight and additional speculation added weight to the rumor.

During this period the entire Wing including "Grubstake", which had moved back from Kelibia, was gathered at Camp Henscher Lebna on Cap Bon. Henscher Lebna was a whistle stop on the local railway near Korba. The railway led to the seaports where ships of every description were assembled. Mobilization was in progress for the voyage home or another operation.

On a gray June morning a gale swept from the Sahara over the encampment on Cap Bon. The men in pup-tents felt the tents shiver and lift as the pegs pulled free of the ground. Pyramidal tents housing offices collapsed and began a slow movement across the sand. The dayroom hutment lifted from its foundation and rolling in the wind and sand swept out to sea. The men left without tents sought protection from the stinging sand by curling up in blankets.

When mess time came the cooks threw away the food they had attempted to prepare and served C-rations instead. Messkits, dipped in boiling water to remove bacteria, immediately caught a heavy coating of sand. The C-rations when opened gathered sand. It was impossible to eat, to protect eyes and skin, to be anything but miserable in the sand and heat.

After the original gale the wind continued to blow fitfully. Dysentery spread among the personnel and the food the men consumed was impossible to enjoy. Meat, fresh or canned, could not be obtained – fresh vegetables were unknown. The war had changed but Africa was the same.

Throughout the preceding pages reference has been made to the two operations units and the Wing Headquarters. Also concerned in all operations were the small detachments which functioned as outposts of the Wing organization. When each radar took to the field another small camp appeared somewhere among the cacti and djebels. Some radars and GO units were placed to gather information in the defiles and canyons. The men of the 90th WOU and of the American SCR 602 and British light warning sets operated in difficult terrain and dangerous positions. They main-

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tained an accurate flow of information to the Ops rooms while working under hazardous conditions. The lessons taught by these operations were used to advantage later in Sicily and Italy where more rugged terrain was encountered.

Perhaps the most important lesson learned in Africa was the use to which air to ground communications could be put. Here were the first glimmerings of what later developed into close cooperation with the ground forces. Most of the operations in Africa, however, dealt only with the destruction of the German Air Force and the rescue of disabled Allied Air Force units. The VHF was used almost exclusively directing fighters on interceptions and giving them aid on homings.

With the entire Wing assembled on Cap Bon preparations for another great show were under way. The men continued to furnish air defense to the Tunisian forces and Malta convoys while they speculated what the next move would be. The rumor of movement to the United States evaporated. Before the impending invasion another operation took place — an epilogue to Africa and a prologue to the breaching of Fortress Europe.



PART III

SICILIAN CAMPAIGN

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Chapter 4

AERIAL CONQUEST

With the advancing days it became obvious that the Allied Forces were going to invade the continent of Europe. Details of the planned invasion were divulged to only a few but there was considerable speculation among the men as to what would happen. Effective neutralization of Pantelleria was the first detail to be accomplished. This, according to the plan, was to be done by air power supplemented by an occupation by ground forces.

In Korba the main Ops "Goodluck" continued to provide air warning, air-sea rescue and navigational aid for the Tunisian coast. The enemy, well aware that invasion was imminent, was sending large night raids against the Tunisian ports to destroy the shipping being assembled for the next big step.

To meet the anticipated increase in air-sea rescue work, part of "Grubstake" was set up on the tip of Cap Bon. This Ops, mounted in back of a 3/4 ton weapons carrier, was assigned to cover the area between Pantelleria, Sicily and the North African coast to Italy. Three British Walrus seaplanes were assigned for air-sea rescue work.

This Ops directed much rescue work. During the air bombardment of Pantelleria many friendly craft were shot down by enemy ack-ack and enemy aircraft. "May-days" (crashes at sea) were frequent in the waters surrounding the island. When the call "Mayday", followed by a plane's callsign, was heard on the VHF radio, fixers immediately established the plane's position and a Walrus amphibious plane was dispatched to rescue survivors. Innumerable rescues were affected.

During one attempted rescue the Walrus pilot searched too long. Gasoline low and far from friendly territory he was forced to land in the harbor of Lampedusa. When he stepped ashore ready to submit to arrest and internment he was greeted by a representative of the island's governor. "Buon' giorno, Signor", said this factotum. "Permit me to welcome Lampedusa's liberator. Here is the note of surrender. Please

take it to your commander at once – before the Germans hear of it." The pilot, covering his emotions with a grave face, accepted the surrender, refuelled with gasoline from the garrison's supplies, and flew to the mainland with the note surrendering Lampedusa effective 12 June 1943.

When all preparations were complete the Pantellerian plan was put into effect. For one week, with increasing intensity as D-Day approached, the small island was subjected to the greatest concentrated bombing of the war up to that time. B-17's and B-24's were over the island every hour dropping ton after ton of bombs on the defenses. The heavies were supplemented by mediums. Fighter-bombers were assigned to destroy specific objectives which they could bomb more accurately. A protective cover of fighters was maintained to intercept enemy planes sent from Sicilian and Italian bases to attack Allied bombers.

To prepare for the Pantellerian episode the 3rd Air Defense Wing, then assembled at Korba, formed a unit separate from the two existing Ops. Named the Pantellerian Unit and commanded by Maj. Arthur N. Selby it loaded on the Headquarters Ship, H. M. S. Largs, the standby Headquarters Ship, H. M. S. Ulsterman, and on LCI's. From the Headquarters Ship controllers and enlisted personnel of the Wing were to direct the interceptions made by Allied fighter planes over the island and surrounding waters.

On 10 June 1943 the convoy sailed from Sousse harbor and arrived off the shores of Pantelleria the following morning at 1100 hours. The convoy was immediately subjected to dive bombing attacks by the enemy. H.M.S. Largs, temporarily out of control from a near miss, veered from her position but within three minutes was under control and resumed her place in convoy. H.M.S. Ulsterman was not damaged. During the air bombardment and naval shelling controllers directed fighter and fighter-bomber aircraft over the island.

Fighters dropped notes on the island of Pantellaria demanding the garrison's surrender. The notes, addressed to the Governor of the island, required that in the event the garrison desired to surrender he was to display a white cross on the airdrome and a white flag in the harbor area. Shortly after 1100 hours on D-Day, 11 June 1943, a tactical reconnaissance plane informed the controllers aboard the Headquarters ships that a large white cross was displayed on the airdrome and white flags were being flown all over the island and harbor area. The information was passed to the British commander of the ground forces assigned to take the island. The forces landed and accepted the surrender.

For the first time in history the surrender of an island had been accomplished solely by air power. Despite the small number of casualties among the people and the large numbers of air raid shelters available the tremendous concentration of bombs had so

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shattered the morale of the garrison and population that they surrendered without contesting the landing. This lesson was stored in the Wing's experience and later was used to create the havoc wrought by Allied fighter-bombers during the Italian campaign and the still greater destruction delivered during the French and German campaigns.

A half hour after the surrender of Pantelleria the Pantellerian Unit moved ashore and established operations on the beach. As the men debarked they witnessed a sight strangely moving yet rather ludicrous. Down the hill to the harbor trooped the surrendered Italian garrison of 14,000 with suitcases neatly packed and white handerchiefs fluttering in the breeze. As the enemy prepared to board the LST's and LCT's to become prisoners they took leave of their officers with kisses and other formalities much to the amazement of the men of the Wing.

On the beach a British COL radar and two 602's set up. Within twenty-four hours of the first landing on the island the control room was operating. The air action above the island continued and the Unit was strafed several times while moving its equipment.

From the beach the men moved to a hill above the island's airdrome. When enemy strafing and bombing disrupted operations, they moved to a tunnel under the hill. Here they discovered that Pantelleria was actually a pile of stone and that had the enemy chosen to ignore the terrific bombardment he could have held the island for some time. The terrain did not lend itself to land fighting. It would have been practically impossible to use tanks. There were no beaches and the only harbor was a poor one. In the pumice, the principal formation of the island, were many caves where gun positions were well protected.

The enemy constantly attacked the island in the first three weeks of Allied occupation, coming in at dawn, mid-morning, mid-afternoon and dusk. None of these raids evaded the detection of the radars and the Unit was able to give air warning for all of them. Liaison was maintained with the Main Ops in Africa by point to point VHF and by other radio facilities. The island Unit warned the mainland of approaching enemy raids against the convoys and shipping being assembled for the Sicilian invasion.

The air defenses at Pantelleria in the beginning consisted of patrols flying from Africa. Because of the numerous raids and the proximity of enemy bases the 33rd Fighter Group was moved to the island. The Group, flying P-40's, made interceptions of enemy raids and successfully prevented the neutralization of the airdrome and the harbor. The short trip from enemy held airbases in Sicily to the Pantellerian area did not allow much early warning to the 33rd Group. In spite of this and of the fast climbing speed of enemy fighters the 33rd accounted for a number of enemy aircraft. British ack-ack got many others.

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Although the Pantellerian Unit established its Ops in the caves of the hill overlooking the airdrome, personnel were housed in barracks, a new luxury for those accustomed to pup-tents. A terrific battle was fought against fleas which were occupying the barracks at the time of the invasion. When GI brushes and insecticide were brought into the line of the battle the fleas made a strategic withdrawal and regrouped their forces elsewhere. No casualties were reported.

Life with the Unit wasn't uncomfortable. The climate was warm and tempered by fresh sea breezes. Sun bathing and swimming were favorite relaxations and an unused part of the airport made a fine softball field. Frequent moving pictures were supplemented by U.S.O. camp shows. As usual the food was principally C-rations but tomatoes, onions and grapes were obtained to supplement the diet.

Bombings and strafings four times a day made some men nervous. Maj. Selby set the general attitude soon after landing when he sat down to mess in a protected spot above the airdrome and watched closely the bombing being done. Others followed his example. When it was possible they protected themselves and continued the normal routine of activity.

Only the water problem remained. The island's source had been bombed out and water had to be transported by boat. A minor crisis arose in the early weeks of the occupation when the water boat sank but speedy measures were taken to relieve the shortage and the Unit continued operations with unimpaired vigor.

On the mainland of Africa, after the fall of Pantelleria, Wing Headquarters kept busy preparing and planning for the invasion of Sicily. While one Ops remained in operation for early warning, navigational aid and sea rescue the units of the Wing assembled at the invasion ports ready to embark.

On Pantelleria the Unit was prepared for the show to come. It did an excellent job providing effective defensive warning to the island and mainland and prompt air-sea rescue to pilots forced down in the vicinity. Three high speed launches and two Walrus planes had been assigned for that purpose, and in the period immediately before and after the Sicilian invasion they rescued the crews of three or four planes daily. In operation only nine weeks, the Pantellerian Unit each day repaid all the expense and the effort which its establishment had cost and by its continual successes amply rewarded the men who endured its rigors and vicissitudes.

Chapter 5

INVASION – GELA

On the night of 9 July 1943 a great armada of thousands of men on nearly two thousand ships approached the coast of Sicily. On each of the ships the men silently mulled over their own thoughts of the invasion, the defenses to be met, the fear. They indicated their thoughts only by the periods of silence which interrupted conversations. They talked quietly about their homes, their families, the food served aboard the ship, the probable length of the war. They were nervous without being tense – the nervousness an actor feels before going on the stage in front of a first night audience. The men were ready to give their performances. They knew their lines thoroughly and had rehearsed their actions.

In the fleet were the Headquarters Ship, U.S.S. Monrovia and the three standby Headquarters Ships, the U.S.S. Ancon, U.S.S. Chase and U.S.S. Biscayne. The actions during and immediately after the invasion were directed from these ships. 3rd Air Defense Wing controllers aboard the four ships controlled and directed the fighters and fighter-bombers in the defense of Allied troops and shipping and in air cooperation with the ground forces. It was important that superiority in the air be maintained over the beaches. The planes operating under the Wing's control maintained that superiority.

High rank abounded on the Headquarters ships. It was on these vessels that the planners gathered to direct and observe the results of their planning. Accommodations were scarce. The food was better than Army men were used to getting in the field and except when the seas were rough or the enemy was bombing and strafing the living was fairly comfortable.

The operations rooms aboard the ships were hot, stuffy and packed. Everyone seemed to gather in the one room to see how operations were going. "Excuse me", "I beg your pardon", "Terribly sorry, old boy", and "Oh, I didn't know it was you, General!" were common phrases. Men nursed sore toes and sore ribs but the operations continued, the information came in and the directives went out.

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For the Sicilian campaign the 3rd Air Defense Wing unit which made the invasion was designated the XII Air Support Command Advance with Col. L. P. Hickey as Commanding Officer, Col. Robert S. Israel as his Executive Officer and Lt. Col. George L. Hart, Jr. his A-3. Chief Controller for the mission was Capt. Robert F. Weichsel. The role of the Wing in first phase operations of the battle for Sicily was to gain and maintain air superiority over the beaches, the landing forces and the shipping between Agrigento and Scaglotti, to provide tactical reconnaissance for units of the I Armored Corps, keeping them informed of any movement of enemy reserves, and to provide close cooperation for the Corps.

A British Air Defense Wing sent Spitfires from the island of Malta to augment the air strength over Sicily. Night fighters were dispatched for defensive patrol south of Sicily and over Sicily.

The Air Forces started the air invasion of Sicily a few days prior to the landings on the southern shore. Concentrated aerial attacks were made in an effort to neutralize the enemy airports in Sicily and South Italy.

D-Day of the Sicilian Invasion was 10 July 1943 and H-Hour 0350. Under the command of Col. William O. Darby, troops comprising two Ranger battalions, one Combat Engineer battalion and one Chemical Warfare battalion assaulted the heavily mined beaches near Gela. Accompanying this force was a 3rd Air Defense Wing unit commanded by Capt. William H. Frazier.

Capt. Frazier's unit, a composite of men from Wing Headquarters, the Provisional Signal Aircraft Warning Battalion, and the 82nd Fighter Control Squadron hit the beach and unloaded their equipment, a British GCI and two SCR 602's. They took a position behind buildings on the outskirts of Gela. Snipers left in the area overrun by the Rangers kept up a continual fire.

Leaving the men, Capt. Frazier, accompanied by 1st Lt. Henry E. Cunningham, entered Gela to select a building suitable for housing the Ops. While he was gone it became necessary to move the men from their position near the buildings because of the heavy shelling. Directed by S/Ldr. Allen, commander of the British GCI unit, they moved into a grove near the beach.

A wounded Ranger lay twenty yards from the grove, in an open field. He needed help. Snipers were endeavoring to finish him. S/Ldr. Allen, followed by F/Lt. Gray King started across the open field to the wounded man. A mine explosion killed both British officers. Believing the officers to be wounded but still alive Capt. Leonard Feit, now of the 439th Signal Heavy Construction Battalion, 1st Lt. Russell D. Anderson, Pfc. David Eisman, Pfc. Truman A. Benson, Sgt. William H. Tucker, Cpl. Frank Marcie and Pfc. Ralph P. Bosette, all of the Provisional SAW Battalion, attempted rescue. Pfc. Eisman stepped on another mine and was killed. Shrapnel wounded Capt. Feit,

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OFFICERS 82ND FIGHTER CONTROL SQDN.



STREET SCENE GELA, SICILY



DECORATIONS BY BRIG. GEN. HAWKINS



ENEMY ACTION OFF LW SITE GELA



GELA HARBOR AFTER BOMBARDEMENT

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Lt. Anderson and Pfc. Benson. Capt. Feit and three other men continued through the field and succeeded in bringing the wounded Ranger and the two British officers to the safety of the grove. For their heroic action, Capt. Feit, Sgt. Tucker, Cpl. Marcie and Pfc. Bosette were each awarded the Silver Star. Pfc. Benson died aboard a hospital ship.

Capt. Carl W. Eckhardt, commanding the forward Ops, and part of the Ops personnel landed four miles west of Gela from the first LST to touch the beach. The landing was made at H-Hour plus 4 with elements of the 1st Infantry Division. The beaches had been cleared. There was no sniper fire. It appeared that the invasion was going to be easy.

It was for a while. Then the enemy counterattacked attempting to drive the invading forces into the sea. Behind the infantry came tanks. Enemy planes bombed and strafed the assembled shipping and dropped anti-personnel bombs along the beaches. Sgt. Frank J. Volsa was killed and Sgt. Walter A. Barsydlo, Sgt. Morris D. Kyler, Cpl. Urban F. Fisher and Pfc. William M. Banghart, Headquarters and Headquarters Squadron, were wounded. In the annals of the 1st Division the stand against this counterattack on the beaches of Sicily remains one of its most difficult engagements.

Capt. Eckhardt had the vital VHF crystals needed to operate the VHF SCR 522 sets with Capt. Frazier's detachment in Gela. Between the two detachments the enemy held the intervening ground. It would have to be cleared before the crystals could be brought to the Gela detachment.

In Gela the two SCR 602 radars Michigan and Oklahoma with Capt. Frazier's detachment were set up within a short period of time and were ready to report to the Ops room. The personnel of the detachment had been moved with the Ops from the grove near the beach to a building within the city. By the afternoon of D-Day the Forward Ops was in operation and able to supply early warning.

Enemy artillery fire continued and the following day tanks were brought up to fire point blank at the buildings. Raids were being made on the shipping by Luftwaffe fighters and fighter-bombers, FW-190's and ME-109's, as well as JU-88's. The raids continued despite Allied fighter defenses and ack-ack canopy. Fighter direction could not be undertaken from the forward Ops since there were no VHF crystals. The controllers aboard the four headquarters ships continued directing the Allied fighters.

On the late afternoon of D plus 1, Col. Darby of the Rangers called on Capt. Frazier for men to help repulse an enemy counterattack which was materializing on one side of Gela. Enemy tanks were moving in on another side of the city. Before the two forces could move to close the jaws of the pincers it would be necessary for the tanks to cross a bridge into the city. The bridge had been mined and Col. Darby's Rangers stood by to carry out the colonel's orders:

"Wait until the first tank gets on the bridge and then blow it five hundred feet in the air!"

Capt. Frazier closed down the Ops and organized the personnel into three platoons to fight as infantry. They were to defend a portion of the town, defend it with tommy guns and Enfields against tanks and artillery. Oklahoma radar unit, threatened by the enemy, was destroyed to prevent its capture and the Michigan unit was pulled back to safety.

An Italian infantry regiment counterattacked and thrust into the outskirts of Gela, reached the first buildings before being thrown back. The tank column on the opposite side pushed forward to the mined bridge. Rangers waited expectantly for the first tank to cross. The armored monsters halted and from positions on the far side of the bridge shelled the forces holding the city. The situation on D plus 1 was nerve wracking and critical.

That evening a company of Allied tanks rolled into Gela making as fine a sight as the beleaguered men had seen in some time. Capt. Frazier's troops were relieved of their infantry duties and returned to operations. Another radar which had landed with the 3rd Division, and two British GCI's which had also landed at Licata were added to the organization. The men of the British 90th WOU were at their observation posts. Air warning was ready from Gela.

The battle situation remained critical for Capt. Eckhardt's detachment until D plus 3. Enemy counterattacks continued, preventing the VHF crystals from reaching Gela. On D plus 3, after bombardment by warships and fighter-bombers the enemy ceased his counterattacks and withdrew pursued by the 1st Division.

Capt. Eckhardt's detachment moved into Gela and with the crystals on hand VHF equipment was installed in the tower of the Ops building. The Ops, using the callsign "Hatband", was ready to assume control. Never again in Wing history were the crystals separated from the VHF sets. Radars, fixers, VHF sets and radios were always loaded as a complete unit, and for invasions component parts were never separated during landing operations.

After D plus 3 the enemy raided mostly at night concentrating principally on the airdromes and air force installations. Raids appeared at dawn and dusk and occasionally during the middle of the day. For the most part they were successfully intercepted. Sicily had been invaded – its conquest lay ahead.

Chapter 6

WHIRLWIND

The second phase of the Sicilian campaign started on 12 July 1943. The landings had been consolidated despite the counter attacks to push the Allies from the beaches. Enemy air activity continued. JU-88's bombed airfields and supply installations at night. Protective measures, early warning and interception preserved friendly forces and reduced the strength of the attacking enemy.

Headquarters was established in a building at Gela by D plus 3 and control for close cooperation and interception was taken over from the Headquarters Ship, U.S.S. Monrovia. Patrols protecting shipping in the vicinity of Licata and Agrigento were controlled from Gela. The Ops room alerted the control ship U.S.S. Biscayne which in turn alerted the shipping in that vicinity.

The mission of the Wing during the second phase of the Sicilian campaign was to deny the enemy use of the air over Sicily, to protect shipping on the south coast of the island, to provide visual reconnaissance and to give close cooperation for the American ground forces by bombing and strafing.

During the Sicilian campaign the Wing controlled the 27th and 86th Fighter Groups flying A-36's, the 31st Group flying Spitfires, the 33rd Group flying P-40's and the 111th Photo Reconnaissance Squadron flying P-51's. The 52nd Group had been put under the Coastal Command. During the campaign these groups were under the administrative as well as operational control of the Wing.

There had been little effective liaison with the ground forces in Africa except that which went up one chain of command and down another. In jurisdictional matters and long range planning of large operations this method was satisfactory. In the precise timing required for close cooperation it was plainly unsuitable. A new system was inaugurated in Sicily.

Two Air Corps liaison officers, representing operations and intelligence, were placed with each Army division and corps to aid the coordination of air cooperation missions.

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The officers were to send air cooperation requests via a special radio net direct to Wing Headquarters. In the Headquarters the requests were filtered and assigned to the groups for action. The ground forces sent liaison officers to work with Wing Headquarters. This system, in light of later experience, was ponderous and clumsy but it was a beginning.

The 31st Fighter Group flying Spitfires and the 111th Photo Reconnaissance Squadron moved onto the Sicilian air base at Ponte Olivo on 15 July 1943. On 18 July the 33rd Fighter Group moved to Licata where it was joined on the 19th of July by Lt. Col. Benjamin Davis' 99th Fighter Squadron, the first Negro fighter unit established. The 99th remained with the Wing during the Sicilian and Italian campaigns. The 27th Fighter Group moved to Gela East and the 86th Fighter Group moved to Gela West on 20 July. The organizations were ashore and deployed for the action in Sicily.

Controlling the fighters and fighter-bombers from the Ops in Gela was not without difficulties. The terrain of Sicily was not favorable to effective radar coverage. There were few good GCI sites on the entire island. Supplementary radars were brought in to provide the best possible coverage. Eventually there were ten SCR 602 sets, two GCI's and one COL radar reporting to the main operations room. Two radars were kept as close to the front lines as possible to provide warning of attacks against the ground forces. Although each radar in the field added burdens of supply and transportation it contributed to the efficient coverage.

Groups under the Wing functioned in a fighter-bomber capacity against enemy shipping, rail transportation and ground installations. Strong points were leveled, guns were knocked out and communications networks were disrupted. Enemy air activity continued but the number of raids and bombings declined. The Allied Air Forces attained superiority.

By D plus 5 Gela had become sufficiently quiet for the men to investigate its historical monuments and scenic beauties. They found it a dirty town. Fleas were everywhere; there was filth on the streets; there was dirt on the people in the streets. Sanitary conditions were poor and the water was unfit for human consumption until it had been heavily chlorinated.

The people, seldom seen during the first days of the invasion, began to show themselves and to come out of their hiding places in the wine cellars and buildings. At first the natives eyed the forces with suspicion. As they perceived the men were conducting the Army's business without trying to harm them the people grew more friendly. Remembrance of the treatment given wounded civilians by the Medical Corps and the Red Cross during the invasion was fresh in their minds.

Soon the men were plagued by children. The words, "Caramelli", "Beesquick",

"Cigaretta", and "Choongum" became commonplace. Kids learned quickly that the American soldiers were generous, liked children and wanted to meet their families - especially their sisters. The Americans were always polite, and somehow never failed to ask about their sisters.

There was Sicilian red wine in Gela and although American soldiers were not normally wine-drinkers they did indulge in a glass or two here or there just to be friendly. Squeamish soldiers stopped drinking wine after they had watched it being made. The Sicilians have an old family tradition of milling around in their bare feet on top of a pile of grapes until there is nothing left but skin and grapejuice. It looks all right in travel-folder pictures where only young girls with brown legs do the pressing, but the romance is finished when the whole family wearing whatever rags are available tromp on the grapes with their dirty feet. It was wishfully believed by some that the alcoholic content of the wine killed germs transmitted while pressing.

American ground forces under Maj. Gen. George Patton began an incredibly swift advance toward Palermo. Enemy defenses were smashed and the drive inland was climaxed by a forced march of 75 miles in two days. During the first stages of the drive it appeared that the forces would skirt the coastline to arrive in Palermo.

To cooperate with the drive it was decided to establish a Forward Ops at Agrigento. "Grubstake" was reorganized, moved from Gela to Agrigento on 19 July 1943 and was in operation within twenty-four hours. At this location the controllers of "Grubstake" took over the fighter direction for the interception of enemy raids over the shipping along the coast and the operation of fighter-bombers over the front. The infantrymen climaxed their forced march inland, reached Palermo, took it on 24 July 1943.

"Grubstake" at Agrigento was located on a hillside overlooking the ocean. The tents and Ops block were established in the midst of an almond grove which provided protection from the hot sun but not from flies and mosquitoes. There was a scarcity of water and baths were infrequent.

The 31st Fighter Group shifted to Agrigento within a few days after arriving at Ponte Olivo. Enemy bombings, including the dropping of delayed action bombs on the runways, had made the operations from Ponte Olivo difficult. From Agrigento the 31st moved to Termini.

"Grubstake" left the hillside at Agrigento on 27 July and went to the city of Termini, on the northern end of the island, where the Ops remained until the fall of Sicily. The Pantellerian Unit left the "rock" and rejoined the rest of the Wing at Gela. Officers and men who had been with this unit were reassigned to the various Wing installations.

Col. J.R. Hawkins took command of the 3rd Air Defense Wing on 24 July 1943, relieving Col. Israel who was transferred to the 62nd Fighter Wing where he later was promoted to Brigadier General.

Chapter 7

VICTORY IN SICILY

With the capture of Palermo on 24 July 1943 the Sicilian campaign passed into its third phase. The large number of enemy troops still on Sicily were being evacuated rapidly.

The mission of the Wing during the third phase was to provide aerial attacks against the enemy in cooperation with the ground attacks of the II Corps, to hinder the evacuation of Sicily, and to provide air warning and protection on the eastern part of Sicily.

Most of the missions flown by the Wing were concentrated on targets located by the Tactical Reconnaissance Squadrons or upon enemy shipping. In the absence of request missions or reconnoitered targets fighter-bombers searched road networks for targets of opportunity.

Ordinarily fighter-bombers were pre-briefed for their missions and flew without direct control. A target was reported to the Wing and assigned to a group for action; the pilots were briefed and dispatched on the mission; the target was bombed and strafed. Under this system, owing to the time lag, a mobile target might have moved by the time the planes arrived.

Air cooperation missions in Sicily consisted of using fighter-bombers to bomb installations well in advance of the Allied troops. Without close control, precautions had to be taken to assure that Allied planes did not bomb and strafe friendly troops. Generally no missions took place inside the Bomb Safety Line located five to 10 miles ahead of the Allied troops. These missions were useful but the strong points were too far ahead of the troops to permit exploitation of the bombing. Occasionally the Wing was called upon by the ground forces to bomb a local point of resistance. The success of these missions had much to do with the development of future techniques.

The details of close cooperation did not leap into being suddenly. Relations between the ground forces and air forces were in a formative stage and the establish-

ment of a procedure and effective method in air cooperation was an arduous task. Both forces realized that fighter-bombers had something to offer but there were few precedents to follow. Air-ground warfare had to be pioneered. A standard operating procedure had to be established by trial and error.

Maj. Jack Romerman established liaison with G-2 of II Corps and was instrumental in improving the coordination of ground and air forces in Sicily. By contact and direct liaison Maj. Romerman was able to facilitate the workings within the headquarters and bring to fruition the plans of both ground and air forces. He was awarded the Legion of Merit for outstanding service to the fighting forces in Sicily and Africa.

A protective screen of air warning facilities was established in Sicily. "Grubstake" at Termini provided radar coverage over the sea and parts of the mainland of Italy. Working with "Grubstake" were one MRU (Mobile Radar Unit), a British GCI radar, one COL, and two SCR 602's. In addition the ground observers of 90th WOU were used.

Radio and landline facilities connected "Grubstake" with the Main Ops room in Gela. Ten 602's, one GCI and one COL reported to the Main Ops. The chatter on the landline seemed innocuous.

"Hudson in Xray Xray three niner two six. Five at fifteen – no, that's fifteen and a quarter. The blokes look like Jerries."

"Roger."

"Hull in Xray Xray four zero two five. Five at fifteen and a half. That's a correction of that last plot."

"Roger."

"I say, Hull, you don't have to be so snotty about it."

"Just wanted to show you what a university education can do for a man."

"Hudson in Xray four two two eight. Five at fifteen and a half."

"Roger."

"They're coming your way, Hull. Better get out your spades and dig a blooming hole."

"Looks like nine on that now, Grubstake."

"Roger. Stay on it, will you. We've got something coming."

The minutes tick off. The chatter continues. Then:

"Something on their tail now, Grubstake. Xray Yoke three one four zero. That's two at sixteen."

"Roger. That's them, Hudson."

"Hull in Xray Yoke one niner four eight. Nine at fifteen."

"Roger."

"They're all together now. Yoke two one five four. About twelve at fifteen."

"Roger, Hudson."

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"Hull in Yoke one niner five niner. Looks like six now at thirteen."

"Roger."

"Hudson in Yoke two three five zero. Two at fourteen."

"Roger."

"I say, Hudson, if we only had some cricket bats and a ball and a good pitch –"

The chatter sounded idle, but it helped to ward off many German planes, caused the downfall of others. Few enemy planes penetrated the radar screen without being detected and the number of enemy raids decreased as the campaign progressed. The enemy lost more than he gained and was forced to conserve his air strength to meet the next attack.

The 3rd Air Defense Wing was redesignated the 64th Fighter Wing on 12 August 1943. Lt. Col. Stephen B. Mack became Executive Officer, Maj. Jack Romerman was assigned as A-2, Lt. Col. Glenn P. Anderson became A-3 and Lt. Col. George L. Hart Jr. became A-4.

The speed of the advance in Sicily did not allow much time for special service activities. Moving pictures, a rarity in Africa, made more appearances but were not frequent. Some books and sporting equipment were obtained in small quantities. To a large extent the men solved their own special service difficulties as they had learned to in lonely Africa. The nearby towns assisted by furnishing fair substitution for the vicarious adventures of the movies and books. Several of the men, intent on learning to speak Italian, promoted friendships with the local signorinas.

The problem of shortages which arose in Sicily was also solved as a matter of constructive recreation. Considerable ingenuity was applied to remedy the lack of motor transportation to move supplies to the units, the loss and damage of critical signal items by immersion in salt water during the invasion, and the lack of small articles of comfort to the men. The shortages which interfered with efficient operation of the Wing were recorded in order that subsequent invasions might not face the same supply problems.

Food was better in Sicily. In the beginning it appeared that C-rations would be the principal fare but as the campaign progressed five-in-one rations were introduced and the meals improved. Fresh vegetables and eggs were obtained from the civilians – for a price.

Eliminating the enemy in Sicily required heavy fighting. Resistance in the mountains and near the Straits of Messina continued. The ground forces initiated amphibious operations to overcome the foe on Cape Orlando and at Cape Milazzo on the north coast. The Wing cooperated to protect the amphibious assault and gave assistance to the attacks after the landings. The operations were successful.

In the area of Mt. Etna a series of bitter engagements were fought for Troina,

Randazzo and Nicosia. The enemy forces weakened with each battle. The end of the campaign and the complete conquest of Sicily came when the 3rd Infantry Division captured Messina on 17 August. During the campaign aircraft attached to the Wing destroyed 32 hostile aircraft, damaged eight and got five probables in aerial combat. Fighter-bombers destroyed 251 vehicles, 59 tanks, 70 railroad cars and 26 surface vessels. They damaged one cruiser, two destroyers, 100 vehicles and ten railroad cars. In addition they bombed supply dumps, troop concentrations, gun emplacements, docks, bridges, railroads and other installations.

The entire campaign lasted 38 days. While it was in progress plans were being laid for the next step and by the time Sicily fell they were virtually complete.

The position of the two Ops remained static for a short period after the campaign ended. Then on 5 September 1943 "Grubstake" came from its position at Termini to Cape Milazzo to handle air-sea rescues and to provide air warning during the landings in Italy. "Grubstake" controllers at Milazzo directed the planes of the 31st Fighter Group which had escorted the Savoia-Marchetti plane bearing the secret peace envoys from Italy. Rumors were spreading that Italy had surrendered.

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PART IV

NAPLES-FOGGIA CAMPAIGN

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CREW OF DF FIXER "DISTILL"

DF FIXER "CLASSIC"

CO. "B" 582ND SAW BN.

BRITISH AIR SEA RESCUE LAUNCH

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Chapter 8

INVASION – SALERNO

On 2 September 1943 the 64th Fighter Wing was assembled on Cape Milazzo ready for the invasion of Italy. "Grubstake", in conjunction with a British Desert Air Force Ops, using the callsign "Pyrex", was operating on the tip of the Cape to cover air-sea rescue and air warning for the American and British forces poised for the invasion.

A noisy barrage across the nearby Messina Straits awakened the men of the Wing at dawn 3 September 1943. The British Eighth Army was landing on Italian soil. Europe was being invaded.

That day personnel to participate in the Salerno show were moved to a staging area on Cape Milazzo. They awaited orders to board the invasion boats. Here, insofar as the men were concerned, the situation remained static for several days. Again the thoughts which usually accompany invasions filled their minds. Much of their time waiting for the expected trials was spent in resting, reading and writing to their families.

Despite rumors concerning the secret missions by the Italian peace negotiators the capitulation of Italy on 8 September 1943 occasioned much surprise. It seemed incredible that already the first of the Axis trio was out of the war. Hope for the coming invasion soared. It was reflected throughout the conversations of the men in the staging area.

On 8 September the first Wing personnel to go ashore on the invasion were loaded onto LCI's and LCT's, taking with them radar and accessory materials for the establishment of the first Ops on the mainland.

American troops hit the well defended beaches at Salerno on 9 September and from H-Hour until several days later the success of the invasion was in constant doubt. The enemy, anticipating the thrust at Salerno, had deployed his forces to defend the beaches. Shellfire landed in the ramps of the LST's from which troops of the 36th Division were landing. There were many casualties. High ground overlooking the beaches afforded the enemy excellent artillery and mortar observation, and shellfire was directed

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onto the beaches with pinpoint accuracy. The tenacity with which the enemy clung to his positions during the initial assault typified the Italian campaign. The fighting was either a stalemate or a slow advance of Allied troops and a slow retreat of German forces.

Personnel of the Wing landed after the first assault troops on D-Day and unloaded the equipment to establish the Ops "Changer". Under fire from German "88's" and mortars the men set up one of the British GCI units and by the evening of D-Day were able to supply a plot broadcast as early warning of enemy raids.

The raids came. Enemy airfields on the mainland had been subjected to bombing and strafing before the invasion but the enemy still possessed large numbers of aircraft which struck the beaches, the landing craft and naval vessels near the beaches. The first night several raids in strength hit the beaches with anti-personnel bombs and lashed at shipping with heavy bombs.

By D plus 1 the majority of the Ops and Wing Headquarters personnel was ashore. The ground situation remained critical and the establishment of the Ops was further delayed. Originally it had been planned to locate "Changer" near Monte Corvino airport. Upon arrival at the planned location it was discovered that the position was in advance of the Allied infantry and see-saw battles were raging in the area. The airport was vulnerable to shellfire from enemy artillery positions located on high ground immediately beyond the airport. The establishment of the Ops was delayed and the personnel went into a bivouac farther to the rear.

Beaches were congested with men and equipment. One group of Wing personnel commanded by Lt. Col. Lionel B. Deville started to move into an RAF billeting area until a Wing Headquarters area could be found. Room was scarce and more RAF troops were expected shortly. The Wing detachment was asked to move.

This time the convoy, seeking a place to stay for the night, found itself among the camouflaged guns of a British artillery outfit. Col. Deville was greeted enthusiastically by the British commander.

"I say, old boy", the Britisher said, "glad you've come. The blasted Jerry's about three miles up this road and we're expecting an attack by tanks. You can set your anti-tank guns over there and there."

The captain pointed to the strategically located spots where he wanted Col. Deville's nonexistent anti-tank guns set up. The previous night in a German tank attack 35 Tommies had been killed by flame throwers.

Col. Deville explained he wasn't the anti-tank officer whom the Britisher evidently expected but was merely looking for a place to spend the night. The British officer looked at him blankly for a moment then glanced up the road whence the German tank attack was expected. He turned to Col. Deville and smiled.

"In that case, old boy," he said, "you're just in time for a spot of tea."

Off the invasion coast aboard the two Headquarters ships Wing controllers were going through the familiar invasion routine. They controlled fighter protection over the contested beachhead and directed the planes which were attacking the enemy ground forces. A constant patrol of 60 to 80 aircraft was maintained over the beachhead. Fighter-bombers after completing pre-briefed attack missions reported by VHF to the controllers aboard the Headquarters ships for assignment to a patrol area. All planes on attack missions had to be flown from bases in Sicily to the beachhead for their missions, returning over the intervening water to land. The 27th Fighter Group was outstanding in protecting the beachhead and was awarded the Distinguished Unit Citation.

Enemy raids against personnel and shipping continued. During the daytime black-crossed fighters and fighter-bombers made sweeps over the unloading points and shipping. At night JU-88's dropped heavy bombs in the vital areas. Some of the activity was directed against the front line positions. Radio-controlled bombs were introduced to harrass the heavy naval supporting craft and Headquarters ships. A cruiser was damaged but no damage was suffered by either of the Headquarters ships.

The precarious ground situation necessitated the retention of one of the Headquarters ships in its offshore position for three weeks to maintain air control in the event "Changer" was destroyed by enemy action. A cryptic message came to Wing Headquarters. "GROUND SITUATION CRITICAL – MOVING OFFSHORE AT DAWN – GOOD LUCK AND DO THE BEST YOU CAN."

On one of the precarious days following the landing, Maj. Arthur N. Selby, Senior Controller, accompanied by F/Lt. William H. Turner, officer in charge of the Y-service unit "Peeper", drove in a jeep to the Sorrento peninsula to select a location for an advance Ops. After the building had been selected they started back to Salerno. Ten kilometers back toward the beach they were stopped by a group of American Rangers who were advancing cautiously up the side of the road.

"How far up you been?" one of the Rangers asked.

"About ten kilometers," replied Maj. Selby.

"See any Krauts?"

"No. Why?"

"Just wondered. We're supposed to go up there and clean them out — guess we can move a little faster now. Thanks a lot for the information."

By 11 September the Wing Headquarters was set up in a residential building located near the Monte Corvino airfield. The building was on a farmsite 200 yards directly in front of a battery of British 4.5 artillery which was hammering German positions in the hills beyond the farm buildings. This left the Wing in the position of the innocent bystander. Behind them British artillery fired over their heads at the hills

beyond. From those hills the Germans answered with "88's" aimed at the British positions.

The crash of heavy guns and concussions of exploding shells shook the Ops building constantly making operations difficult. Enemy shells fell into the D/F fixer area several times during the period. Fixer crews under T/Sgt. Donald C. Hannon continued to operate. Foxholes from one and a half to three feet deep depending on the physical requirements and mental disposition of the burrower became the natural habitat for the men. A ditch near the Headquarters area was used for sleeping purposes. Danger from shells and ack-ack fragments existed at all times. Four members of the 82nd Fighter Control Squadron fixer crews, Cpl. Gilbert F. Dalben, Sgt. Francis P. Lipkvich, S/Sgt. James G. Hailer and Pvt. John J. Dellwo, received the Purple Heart Medal for wounds received during the shelling.

A shell exploded among the officers' tents and gravely wounded Capt. Niles Bruce before he was able to take cover. Col. Hawkins, near whose tent the shell had landed, was just picking himself up from the ground when help arrived. "I'm all right," he replied to anxious inquiry. "Anybody hit?" Actually the colonel wasn't all right. He had been slightly wounded by shrapnel and was later awarded the Purple Heart.

The Wing and its units were kept at ground alert for the first three days of the stay near Monte Corvino. The Germans were counterattacking in strength supported by tanks, artillery and mortar fire. Wing Headquarters and "Changer" were in a hollow of a horseshoe in the Allied lines. Germans were pushing in on two sides threatening to close a pincers behind them. Personnel were alerted to participate in the battle as infantry to assist in the defense of the Headquarters and beachhead. Maj. Gen. Edwin J. House, Commanding General of XII Tactical Air Command, visited Wing Headquarters and discussed the ground situation with Col. Hawkins.

"Colonel," he cautioned, "you'd better think about moving back."

"Sir," Col. Hawkins replied, "the next time we move it will be forward to Naples."

Attacking German forces were driven back into their hill positions and the atmosphere began to clear. With full realization of the dangers of putting fighter-bombers on a beachhead still under artillery fire by the enemy, Col. Hawkins decided to bring some of the planes from Sicily and base them on a hastily constructed airstrip in the vicinity of shell-pocked Monte Corvino. Until this time all patrols and fighter-bomber aircraft flew from Sicily and could not carry enough gasoline to remain over the beachhead a great length of time. Declaring that placing the fighter-bombers where they could be more effective was a means of overcoming the dangers involved, Col. Hawkins made his decision and gained approval from Gen. House.

Army Intelligence reports of the ground situation indicated the enemy had established a strongpoint within a tobacco factory located about two miles from Wing Headquarters.

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582ND SIGNAL AW BN.

COMING INTO SALERNO

82ND FIGHTER CONTROL SQDN.

UNLOADING AT SALERNO

APPROACHING CAPRI

CAPRI HARBOR

The factory was fortified by a number of "88's" placed to fire at point blank range on any position between the factory and the beach. From this strongpoint the enemy was able to shell the Wing Headquarters area and the artillery batteries behind it.

The A-2 section handled selection and clearance of targets on the beachhead and a request for permission to bomb the factory was sent to Fifth Army Headquarters by Maj. Romerman. Because of the proximity of the factory to the front lines permission was denied. For three days the shelling from the tobacco factory continued.

Permission from Army came at the end of this period. Operations section which had planned the details swung into action. Maj. Romerman carefully briefed the controller, Capt. Herbert Scheftel, on the target and the exact positions of the front line troops. Capt. Scheftel air-briefed fighter-bombers circling over the target. Thoroughly understanding the importance of their mission and the dangers of bungling it the pilots flew their A-36's to the starting point of the target run. Then one by one they dove in on the factory, released their bombs, pulled out and gained altitude again. The factory lay in crumbled, fire-swept ruins. Ground forces attacking immediately after the bombing reported 200 enemy dead and a brace of "88's" destroyed. Another step toward close control and close cooperation had been taken.

Proximity of Wing Headquarters and the Ops to the lines and the relative nearness of Army Headquarters allowed the arrangement of a new liaison system and a faster method of handling mission requests from the Army. Targets were telephoned directly to Wing Headquarters where ground to air control was being conducted. Fighter-bombers could be air-briefed on specific targets beyond the Bomb Safety Line. This was more effective than pre-briefing at the airbases.

Enemy forces in the town of Battapaglia, astride the path of the Allied drive to expand the beachhead, caused major damage and casualties to the forces trying to move ahead. From fortifications in the city Germans blasted with a deadly array of "88's", mortars, machineguns and small arms.

At 0545 hours on 14 September word was received in the Ops room that 12 P-38's loaded with 1000 pound bombs were circling and asking for targets. Following instructions from A-2 the fighter-bombers were directed to Battapaglia. More P-38's followed the first 12, then A-36's and P-40's, then Wellingtons, B-25's, B-17's and A-20's blasted the town. The German guns remained silent all day.

Allied forces on the beachhead were cheered when they saw these large flights of bombers. Again that night Wellingtons plastered the village. Morale improved all over the beachhead when news of the attacks against Battapaglia came through. The ground situation improved.

On the same day a newly inaugurated cooperation system at Wing Headquarters directed 30 missions against tactically important enemy targets. The following day

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the number of missions rose to 36. One of them was executed within 12 minutes after it was requested.

Army Headquarters telephoned to Maj. Romerman. Aircraft were needed to help repel a ground attack supported by 20 tanks being thrown against Rangers on the left flank of the Fifth Army. Maj. Romerman, holding the Army call on one telephone, called the controller to ask if planes were available.

"Yes," came the answer, "we've got a bunch of fighter-bombers ready to go."

Arrangements were made with the Army and the fighter-bombers. Along the Fifth Army's left flank yellow smoke rose from ignited smudge pots. Seen from the air it marked a line between the defending Rangers and the attacking Germans. Fighter-bombers swooped in on the grinding tanks and terrified men beyond the yellow smoke. The enemy ground attack folded.

Word reached the beachhead forces that Fifth Army and British Eighth Army soldiers had joined below Salerno on 16 September. This junction eliminated any possibility of the beachhead being lost but the German resistance and counterattacks continued. On the day following this linkup an unusually large Luftwaffe raid appeared over the beachhead. Pilots of the Wing shot down 18 hostiles in a pitched air battle following the interception. Throughout the day enemy shelling of the Allied positions was extremely heavy.

Ten days after the initial Salerno landings the enemy was groggy from the terrible pummeling he received. His artillery activity didn't cease but slackened perceptibly. Intelligence reported that a large scale withdrawal was in progress. Under crushing pressure exerted by the American and British he slowly pulled back.

After the German withdrawal began Col. Hawkins left Headquarters in his Spitfire bound for Milazzo, Sicily. Engine trouble forced him down at sea near the Aeolian Islands. Before bailing out he sent a "Mayday" call over the VHF and "Grubstake" fixers pinpointed his position. A little over an hour later a Walrus dispatched by "Grubstake" appeared. The colonel was sitting in a rubber dinghy, smoking his inevitable cigar, perfectly confident that proper rescue measures were started at the moment of his "Mayday" call. He spoke a polite welcome to the crew of the plane and stepped aboard.

Within a few days after the colonel inspected the Ops at Cape Milazzo, "Grubstake" personnel joined the main body at Salerno. Since there was no necessity for maintaining two Ops in a limited area "Grubstake" men returned to their parent organizations.

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UNIVERSITY BUILDING NAPLES

CHRISTMAS 1943 ITALY

GEN. HAWKINS RELAXES AT FRATTAMAGGIORE

A-2 OFFICERS ITALY

PRESS INTERVIEW GEN. HAWKINS AND COL. S.B. MACK

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Chapter 9

STALEMATE

All the Wing units were gathered in Italy by 25 September 1943. The Germans were withdrawing to the north pursued by the U.S. Fifth and the British Eighth Armies. Operations continued with the Main Ops functioning from Wing Headquarters near Monte Corvino airport and a subsidiary Ops from Capri.

This Ops, using the callsign "Douglas" and commanded by Capt. Lawrence Cavanagh, landed on Capri on 28 September 1943. It was placed to cover the Bay of Naples and the Gulf of Salerno for navigational aids and air-sea rescue. "Douglas" was originally intended to operate from the Sorrento Peninsula where it would have been more effective but reconnaissance indicated that Sorrento was still too dangerous a location. A British GCI unit, put on Capri for early warning, left shortly after the Ops arrived.

The men on Capri returned with colorful accounts of their days there. They had been enthusiastically welcomed by the natives of this refuge for artists, thinkers and song writers. These humble folk were amazed by the sight of an American bulldozer, the first the sheltered island had ever seen. Many of the men spent their leisure hours in the shade of old walnut trees admiring dark-eyed signorinas with plain gold rings on their fingers.

Enlisted personnel were housed in the Augustus Caesar Hotel perched on the cliffs of Anacapri, officers in the Hotel Bella Vista a short way up the road. The cliffs dropped sheer for hundreds of feet to the ocean below. From the windows the men could see Naples, Vesuvius, Sorrento and the Island of Ischia. Some of them visited the historical places of Capri, the Blue Grotto and the refuge castle of Tiberius, an emperor of Rome during the golden days of the Empire.

Food was difficult to obtain. A small quantity was furnished by the Navy but the men usually ate C-rations and Five-in-ones brought from the Salerno beachhead by Acting 1st Sgt. Salvador Gonzales who requisitioned a small Italian fishing boat for this purpose. Wine, vermouth and cognac were relatively plentiful, and in the pictur-

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esque cafes soldiers inured to the heat and cold of Africa and the filth and thirst of Sicily relaxed and enjoyed themselves. Later when the Army had taken over the island as a rest center many Wing personnel returned to Capri on leaves and furloughs.

The Germans reluctantly gave up Naples on 1 October 1943, yielding to the Fifth Army's inexorable pressure. Hostile air raids became sporadic. When the beachhead expanded to include Naples, supplies were landed in the port area. Equipment for the armies moved in more rapidly. Enemy night air raids were concentrated against Neapolitan docks and quays which Allied engineers had ingeniously constructed on the overturned sides of sunken ships.

Wing Headquarters prepared to move to the town of Frattamaggiore eight miles north of Naples. By 7 October the advance echelon moved to the new location. Operations and Headquarters were placed in a school building. A nearby hemp factory and a villa were requisitioned for the enlisted men's and officers' quarters. The move was completed by 9 October and operations commenced from Frattamaggiore. Pressure on the Wehrmacht by American and British armies indicated a pause of short duration in Frattamaggiore.

The pause was longer than anticipated. The enemy gave way until he reached Cassino. There he stopped. Wing operations continued from "Changer" in Frattamaggiore. "Grubstake", inactive since it had moved from Sicily, was reorganized under command of Capt. Robert F. Weichsel and placed on the Sorrento Peninsula at St. Agata on 13 October. The Ops at Capri was returned to the Wing on 20 October.

At St. Agata "Grubstake" covered the Bay of Naples and the Gulf of Salerno for early warning, navigational aids and air-sea rescue, and controlled patrol aircraft over the harbor. It directed night fighters based at Monte Corvino on patrols over the Naples area. Other Wing aircraft were based at Sele, Paestum, Cappodichino, Cercola, Pomigliano and Santa Maria airfields.

Frattamaggiore was a small town surrounded by many other small agricultural towns situated in the valley northwest of Naples. The valley land was devoted to primitive cultivation of hemp, wheat, turnips, potatoes and grapes. The towns were dirty and the houses, old-world style, were crowded together on winding, cobblestone streets littered with refuse, manure, aged vegetables, fruit and mud-spattered bambinos. The wealthier farmers lived in the towns and drove tiny carts pulled by tinier donkeys to their fields in the mornings. Poorer farmers walked.

The people of Frattamaggiore and its surrounding villages were friendly with the troops and invited the soldiers into their homes to share their wine and food. Food was scarce and invitations to soldiers to share the meal of an Italian household meant sacrifice for the family. A blackmarket existed; robberies in army camps occurred; poison liquor was sold to soldiers. Mostly the people were just glad the war had passed and

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left them to their meager, primitive life. They didn't bathe too often and their ragged, unclean clothing usually housed lice.

Personnel in the relative comfort and stability of Frattamaggiore were able to obtain more special service benefits. A theater in the town was requisitioned and moving pictures were shown three times each week. Red Cross services established a library. Supply finally issued canvas cots, a basic comfort requirement. Some of the men, intent on improving their Italian, promoted friendships with the local signorinas.

The peasants sold coral, cameos and bracelets, ugly paintings and old rings to the men at approximately three or four times their value. Curio makers were swamped with orders.

"Faster on those ashtrays, Fredrico. I can get a good price for them."

"But Pietro, they are worthless. You see, they are only simple ashtrays!"

"But with bright paint on them Fredrico, I can sell each to the American Air Forces for one hundred twenty-five lire!"

During their leisure men obtained passes to visit the historical points of interest in the vicinity of Naples. There were the ruins of Pompeii, the suburb Sorrento and Naples itself — a city of palaces, cathedrals, ancient monasteries and picturesque streets. On Via Roma the shops offered cameos and paintings, vases and inlaid woodwork. The men walked along the narrow street and mixed with the soldiers of other Allied nations.

At Sorrento "Grubstake" personnel lived in comfort, visited the fine homes around their area and did much the same as the men at Frattamaggiore but in better environment. As the campaign stretched into the winter the men found the environment unchanging, the fine homes uninspiring and sight-seeing unilluminating.

Barracks walls at Frattamaggiore and Sorrento displayed posters in bright colors warning — "Don't be a dope, use GI Soap" – "Come home Clean" – "Of course She isn't Safe!" The will to escape the mind-decaying boredom of their existence drove the men to excesses, narrowed them to introspection, inspired them to voluminous correspondence, confined them to further boredom in their own immediate camp areas.

An innovation in close cooperation with the ground forces appeared during this period. The 3rd Infantry Division was applying leverage on the strongpoint town of Pietravarano commanding the main axis of enemy communications. Within the town were strategic points of resistance American artillery was unable to reduce.

The Operations Officer of XII Tactical Air Command, Lt. Col. Kenneth S. Wade, with two controllers from the 64th Fighter Wing, Capt. Herbert Scheftel and 1st Lt. John S. Gilbert, drove a three-quarter ton truck carrying a ground modified SCR 522 and a jeep carrying another SCR 522 to a hill overlooking Pietravarano. From the hilltop the officers could see the town and the points in the town which were delaying the progress of the regiment assigned to the assault.

Four strongpoints were designated on the map as points a, b, c, and d. Pilots of the 27th and 33rd Fighter Groups were briefed on these points. A landline was run from the hillside observation post to the command post of the regiment. The proposed mission would be the closest cooperation yet attempted and a mistake could mean bomb deaths among American troops. Thorough pre-briefing of the pilots and efficient liaison were necessary.

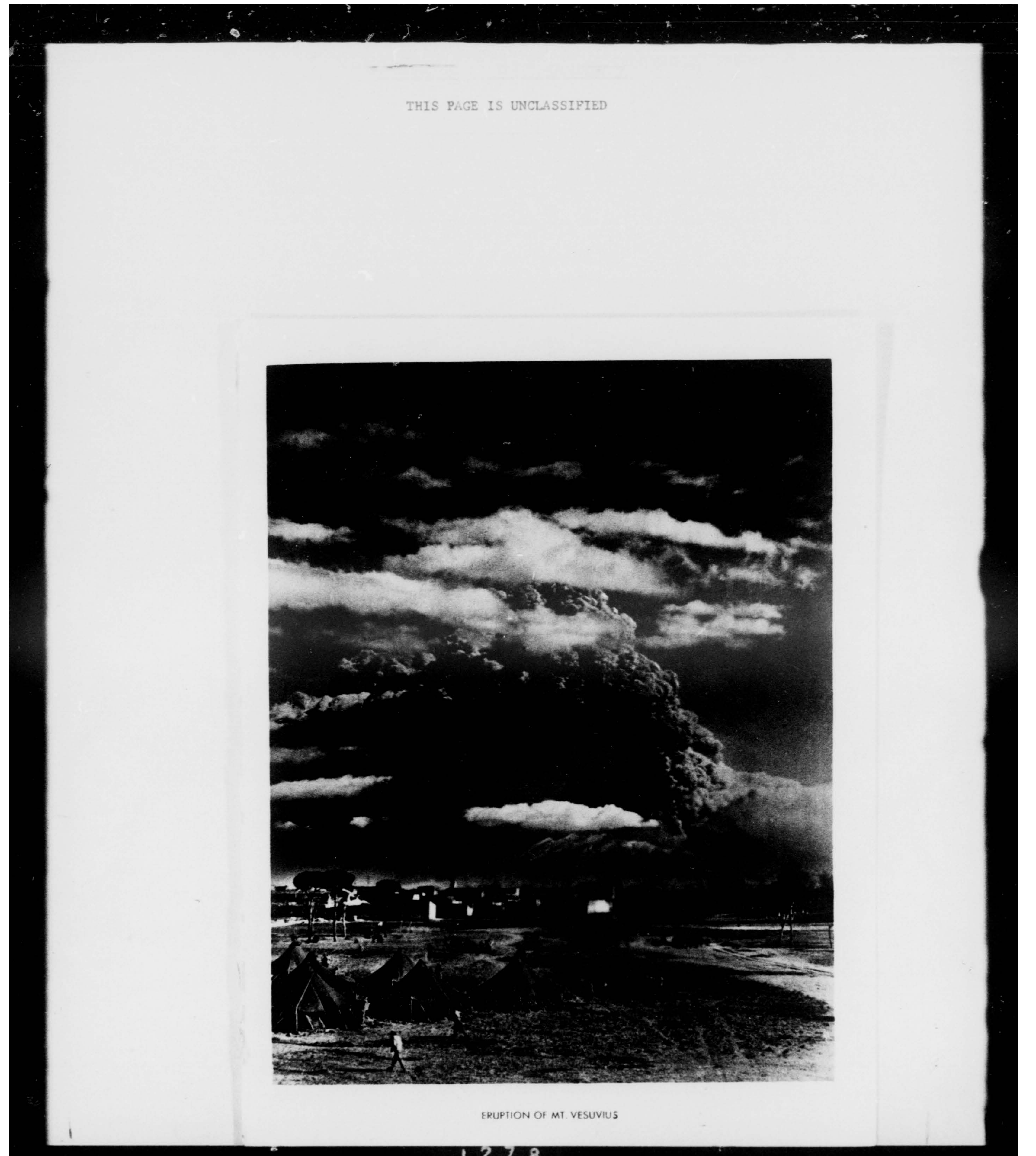
In groups of six, fighter-bombers flew over the area and were directed to the targets by the controller using the ground modified SCR 522. A protective cover of Spitfires patrolling overhead was controlled by the other controller using the SCR 522 in the jeep. The bombing missions flew ten minutes apart and between each mission instructions from the regimental commander were relayed over the landline to the controllers. When the bombings had ceased infantry moved into the town. There was little resistance. The strongpoints remained only so much rock-piled rubble. This type of front line visual control worked but depended on an ideal vantage point overlooking the objective in order to be successful.

As a result of this mission forward control teams in SCR 522-mounted jeeps were sent to cover the Italian front. These controls had no contact with the ground forces. They were situated at isolated points without even telephone connection with the infantry command posts. Evolution of the system eventually proved that the closest liaison with the ground forces was necessary either by land-line communication or by operation from the command post itself. One mission directed by these Forward Controls successfully attacked a column of enemy transport. The Controls were also useful in giving early warning over the VHF when hostile aircraft were spotted.

The evolution of close cooperation was progressing. In Africa the primary purpose of the Wing had been defense against the Axis air forces. On Pantelleria and Sicily offensive control of fighter-bombers hitting well ahead of the front lines had been undertaken. At Salerno with better liaison due to the proximity of Army Headquarters, the speed with which target requests were answered increased and missions were flown against targets close to the front lines. A new system was gradually being developed to make air power an even more powerful offensive weapon.

Fighter-bombers operated on the front lines destroying German strongpoints, supply installations and communications. Forward Controls in the lines were seldom effective because of the difficulties in obtaining points of visibility. Consequently most fighter-bomber missions had to be pre-briefed at their bases.

Life had settled into a deathly routine from which the men sought escape in moving pictures, books, sightseeing tours, Red Cross and U.S.O. camp shows. A musical comedy, "The Sad Sack", starring Pfc. George Firkal and produced by Sgt. Raymond Earl, was presented on 31 October and played to a packed house.



ERUPTION OF MT. VESUVIUS

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A basket-ball team was organized and games were played in the gymnasium behind Headquarters building. Wing Headquarters Squadron, the 582nd SAW Battalion and the 82nd Fighter Control Squadron organized Sergeants' Clubs and requisitioned buildings in the town to be used by the members. In the clubs the men were able to sponsor dances and entertain signorinas from Naples. Italian girls attended the dances for two reasons — they liked to dance and they liked the refreshments served. On one occasion the clubs were visited by some American Wacs who were working in Army Headquarters near Naples.

Morale lowered as the holiday season approached. The Wing had been overseas almost a year and there was still no prospect of return to the United States. Many men were sick of the war and overseas service and wished to be home for the holidays, especially for Christmas.

At Cassino the stubborn combat-wise enemy dug his positions deeper and savagely fought off efforts to dislodge his forces. Air operations behind the stalemated front continued. The Luftwaffe appeared above the Allied controlled areas to raid shipping and harbor installations. On one day British Spitfires of the 324 Wing engaged 45 plus enemy aircraft destroying five and damaging five others. Four of the Spitfires were damaged but none was lost. On 12 October 1943 the 415th Night Fighter Squadron flying Beaufighters was attached to the Win: and aided interceptions on night rands. On 23 October the Beaufighters of 600 Sq. (RAF) shot down three enemy raiders in the Naples area.

Operations were routine. Except for changing a few numbers or a word here and there reports from the battlefront varied little from day to day. Throughout the world newspaper and armchair strategists demonstrated what they would do to eliminate Cassino. Few of them guessed what was going to happen.

Chapter 10

ANZIO

The beachhead was at Anzio! At H-hour on 22 January Col. William O. Darby's Rangers swarmed ashore. There was little opposition. The Germans appeared to be looking the other way when the invasion was made. They didn't ignore the action for long.

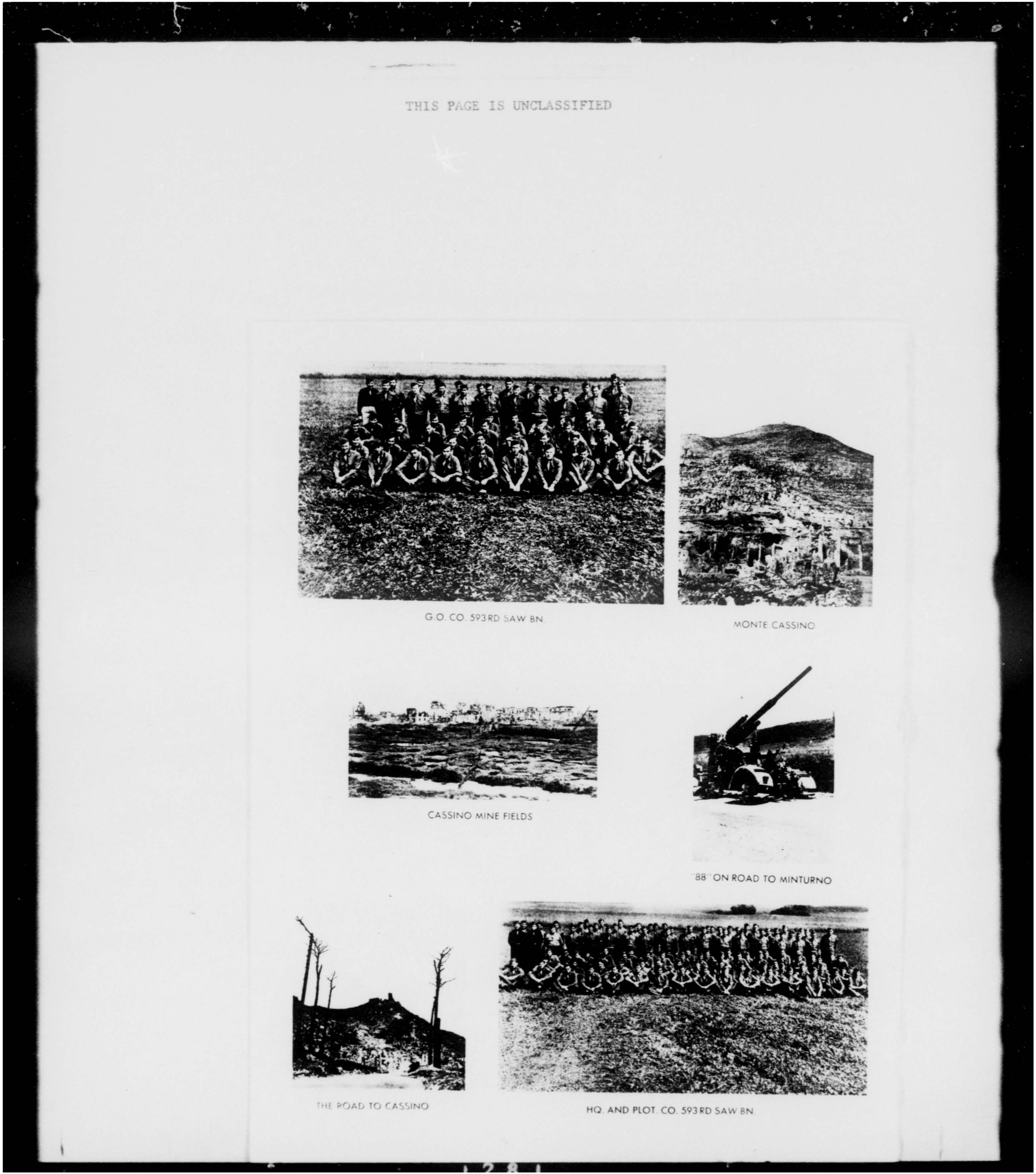
After the initial landings tanks and Rangers pressed inland rapidly and advanced to within sight of Rome. Unable to consolidate their gains they withdrew. By the time reinforcements arrived German forces regrouped in the hills commanding the beachhead and furiously lobbed shells into the area. The Allies dug in and blasted back. This situation remained unchanged for four months. The invasion forces caused a festering wound in the side of German-occupied Italy.

D-Day for the men of the advance unit of "Grubstake" was described in a diary kept by one of the men who stormed the beach.

"*22nd January 1944 – It is now two A.M. in the morning. Capt. Jordan our Senior Controller and two men have set up an F M on the ship's top deck. The show starts on time and there is no noise but the steady rumble and flash of our naval bombardment. Our radio nets keep careful check and about five in the morning we get reports that all of the landings have been successful. The operations are going forward as arranged. The first eight waves have reached shore and now they are beginning to meet a little enemy opposition.*

"*The Rangers have taken both Nettuno and Anzio in twenty minutes! They have taken the Germans by complete surprise. When dawn comes we are about two miles offshore with nothing but our own ships as far as we can see. This is not to last very long. Pretty soon an enemy air raid came down on us. All hell broke loose. JU-88's came down on us and dropped their bombs on the boats and close to shore. The anti-aircraft gun crews are alert as can be and really give the Jerry a lot of hell. They got about five out of twelve.*

"*We proceeded to move into the beach and a minesweeper beside us hit a mine and went down in seven minutes; seven men were saved. That is a great loss, but on we all go and*



G.O. CO. 593RD SAW BN.

MONTE CASSINO

CASSINO MINE FIELDS

"88" ON ROAD TO MINTURNO

THE ROAD TO CASSINO

HQ. AND PLOT. CO. 593RD SAW BN.

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presently there comes another raid. All hell broke loose again and they dropped bombs around the boats. All were scared as hell and the feeling of helplessness was a great strain. We soon hit the beach and we were never so glad to hit old Terra Firma as we were at this moment. The unloading took most of the day and the men would snatch a can of C-rations when they were just too weak from hunger. Most of our trucks had to stay close to the beach. It was getting dark and we tried to go to sleep around the trucks.

"As soon as it got dark Jerry started laying them in. That German 88 is the wickedest gun that ever was. It was a heavy barrage and they kept it up most of the night. The morale was good and everybody was trying to make the best of a bad situation."

Meanwhile, off shore, personnel of the Wing aboard two British Fighter Director Ships, were engaged in defending the invasion forces against enemy air attack. On D-Day H.M.S. Palomares, standby Fighter Director Ship, struck a mine which put it out of action. H.M.S. Ulster Queen was left as the lone Fighter Director Ship. With radar coverage and fighter control from the "Ulster Queen" and continuous air cover, the beachhead was defended against air attack. Tremendous losses were suffered by the enemy in his attacks against the fleet and invasion forces during the first few days of the campaign.

After the advance units of "Grubstake", commanded by Capt. Lee Jordan, went ashore they organized a small Ops in a tent near Nettuno. Two GCI's and four SCR 602's were set up to furnish early warning and day and night fighter control. Another GCI was located on an LST in the harbor to provide early warning for aircraft approaching from the sea.

By D plus 2 "Grubstake Advance" was operational. Control of patrols and fleet warnings remained with the "Ulster Queen" until D plus 4 when it was definite that "Grubstake" could successfully handle all demands. The "Ulster Queen" remained at standby until D plus 9, alert for any emergency.

On 26 January 1944 in the middle of an air raid the main party of "Grubstake", under command of Capt. Robert F. Weichsel, came ashore. Vans and auxiliary equipment were moved into a grove of trees near the Villa Borghesi, estate of the Prince of Borghesi. The advance unit moved from the plain below Nettuno and joined the main Ops.

Shortly after the Ops moved ashore the GCI radar station operating from an LST off-shore went down when German E-boats fired two torpedoes into the ship. Loss of this set made a hole in the air warning screen against hostile planes approaching from the sea. Countermeasures had to be improvised.

An SCR 584 radar was obtained from the anti-aircraft batteries at Anzio and modified into an airwarning set. Capts. Wallace L. Bixby and George W. Schiff, origina-

tors of the plan, made the changes in the ack-ack SCR 584 and combined it with a British Type 14 set stationed on a slight rise of ground near Nettuno. This enabled the two sets to provide early warning of low flying aircraft and to control interceptions made by night fighters. This was the first time that the SCR 584 radar was used by air forces for the control of aircraft.

Close liaison with the ground forces was maintained at Anzio. A number of interceptions were credited to the flash reports by front line units able to detect planes by sound and sight where the coverage of the radar was baffled by the rising ground and hills. Ground observers were placed on the beachhead to cover other areas.

Liaison with the Navy was maintained and many sea rescues were made with their cooperation. Once a plane was forced down in the estuary of the Tiber River. A high-speed air-sea rescue launch was dispatched. Running their powerful craft at top speed the boat's crew tried rushing it past lethal shore batteries to rescue the plane crew. A hail of fire splashed around the eggshell-thin and unarmed launch. It had to turn back. The call for help brought a Navy minesweeper which ran the gauntlet of fire and rescued the men from the sinking plane.

After the second day at Anzio the enemy launched radio-controlled bombs against shipping and installations on the beachhead. This was an interesting though far from effective method of waging aerial war.

Effectiveness of navigational aids furnished by the Wing during this period was thoroughly demonstrated. "Supine" flight of the 324th Fighter Group was returning to base after dark. The flight leader called "Changer" for help, disclosing that the planes had only ten minutes of gas left.

"I think we're somewhere north of Naples," he said.

Fixers located the flight nearly 40 miles southwest of Naples over the Tyrrhenian Sea. A few minutes delay would cause the loss of planes and pilots.

Quickly the "Changer" controller gave them a vector to the vicinity of their field. Then he called the airbase and instructed that the field lights be coned above the field to give the lost planes a beacon. All the aircraft landed safely with barely enough gasoline left to turn over their motors.

One Anzio incident caused apprehension to both the Allied and Axis forces. Radars detected a large fleet moving from the coast of Southern France toward Italy. At first the speed of this movement indicated E-boats. The mystery convoy was skirting the coastline. Ack-ack and artillery crews removed sandbags and depressed their guns to use them on naval craft. As the fleet moved farther east and then south along the Italian coast the speed increased.

The Army and Navy stood by to repel a flank attack upon the beachhead. Air patrols winged out to check the movement. They met German air patrols doing the same

thing. Both forces wondered what was going on. Plotters on the British Type 14 radar and on the Navy radars kept close liaison and checked minutely the strength and direction of this ghost fleet.

Forty units of the force increased their speed, rushed into the estuary of the Tiber and rose 5000 feet over Rome. Radar crews breathed with relief, turned to one another laughing nervously. They had been following a formation of clouds!

The Anzio diary continued:

"*26 January 1944 – The weather is bad and there is very little air activity. The men are very nervous, but nevertheless the operations are going on fine. 1900 – A heavy raid is on at this moment. Flares are reported all above the docks at Anzio. We can feel the bombs and hear them through our ack-ack. They have hit one of our ammo dumps and it is going into the air. Our ack-ack has shot down five Jerry bombers and one of our night fighters reported shooting down a Heinkel. The strain of these raids and of the incessant shelling is telling on the men and they are all on edge; nevertheless everyone is sticking to his post and doing a wonderful job in the operations.*"

At Anzio the location of the Ops amid the grove of immense trees on the Villa Borghesi would have been ideal but for one exception. Constant bombardment made death imminent. There was possible death from "88's", bombs, strafing and the "Anzio Express", a large caliber railway gun used by the Jerries to shell the port. Men who had erected pyramidal tents among the trees found them unsafe.

They dug foxholes and enlarged them to dugouts. Some of these holes were the last word in home-building. They lined the walls with shelter-halves and built strong dirt-covered roofs to keep out the rain and shrapnel. They put duckboards on the floor to escape cold and dampness. Electric lights were connected to generators supplying the Ops block equipment.

In his dugout a man felt safer when the shells came over and smashed into the trees above him. He felt safer when bombs dropped, throwing earth from the sides of the dugout into his face.

It was surprising to men when their dugouts seemed to grow in size as enemy shells probed the area to find the Ops block. Whereas the dugouts had been six feet long, six feet wide and five feet deep before the shelling started they became enormous underground caverns when the shells were dropping. It seemed incredible that shells and bombs could miss such huge places.

Ahead of the wooded area was an open plain dotted with Italian farms and homes. A few people continued to live in their homes during the Anzio episode but most preferred to take advantage of the Army's evacuation procedure. Behind the wooded area the

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terrain sloped toward the waterfront and the town of Anzio. "Anzio Express" shells, rumbling as they passed over the Borghesi woods, crashed into the town and port area. Many of them dropped near the Ops. The express train rush of their passage through the air followed by a sharp snap was a common sound. Men who had jumped when they first heard it went about their duties calmly as they became used to it.

For a few days the Ops block continued to operate in the woods of the Villa Borghesi, but when close hits from "88's" blasted out the windows and filled the sides of the vans with shrapnel it was time to move. The first shift was made to a railroad tunnel on the estate. Army requisitioned this location for ammunition storage purposes; so the Ops block and a small filter room were moved to a tunnel used as a headquarters by Lt. Gen. Mark Clark, commanding the Fifth Army. A substantial earthen roof that could have withstood anything but a direct bomb hit protected "Grubstake". At the tunnel openings sandbags were piled to withstand concussion from near misses.

The Ops block stayed in this tunnel until the Cassino breakthrough. It was never damaged by enemy fire although there were times when it was out of action for a few moments while bomb-damaged communications were being repaired.

Wire crews of the 439th Signal Heavy Construction Battalion stood by for duty day and night and worked doggedly and efficiently to repair the breaks in communications. On occasions they were forced to re-lay wire, and sometimes radar plotters, radio men and clerks had to be called on to assist the wire crews.

Crews of the 439th applied every quirk and trick they had learned in the previous invasions of Africa, Pantelleria, Sicily and Salerno to preserve the communications lines connecting the Ops and auxiliary installations. Men risked their lives during the shelling and bombardment to venture into the open fields of the beachhead and repair the snarled and ruptured landlines.

T/4 William A. McKissick, T/5 Stewart A. Wood and Pfc. Stanley W. Dugan operated a post-hole digger in the face of an enemy barrage hammering at them and their equipment while they repaired wire facilities. They continued to work until a new pole had been erected in the place of the damaged one. The work was completed and the equipment was being dismounted when an "88" shell burst nearby and wounded all three men. All of them received the Purple Heart. T/4 McKissick and Pfc. Dugan were awarded the Bronze Star for their perserverance under fire. For the work at Anzio the 439th detachment under command of 1st. Lt. Canastreri and later of Capt. Archer H. Currier received six Bronze Stars.

Superb work was done by many of the Wing personnel. Capt. Pierre de St. Phalle was in charge of "Y" service, and his reports and translations of German radio activity were of great service. 1st Lt. Robert B. Chapman led the wire crew of "Grubstake" during this period. Capt. Hicks kept the VHF repaired and working, showing complete

346TH SIGNAL CO. WING

DEATH AT CASSINO

DESTRUCTION

328TH FIGHTER CONTROL SQDN

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disregard of his personal safety as did Capt. Melvin R. Erickson in keeping the H/F communications intact. Capt. Guy R. Guthrie was constantly supervising and checking all radars and 1st Lt. Milton Turner, the medical officer, did outstanding work for the wounded. Officers and men of "Grubstake" were proud of the brilliant reputation achieved by their units.

A relief to the dreary hazard of Anzio was the spirited German police dog, Plotter, owned by T/4 Ralph Glass. The dog had been with Sgt. Glass and the "Grubstake" crew since Sicily and had accompanied the men to Anzio. He was combat-wise and had learned to get into a foxhole at the whistle of a shell or the cough of ack-ack. One day Plotter wandered off on an explorative tour with two officers from an armored division. A shell landed nearby killing the two officers and the dog. Ernie Pyle eulogized Plotter in one of the few columns he devoted to animals. Pyle visited "Grubstake" and was intensely interested in the operations.

Anzio became, like most invasions after the operations have stalemated, a monotony. Shelling and bombing were conducted on schedule by the Germans. Shells fell during the early evening and the bombs at night.

There was a library available in the Corps Headquarters building and a slightly broken picture projector was found. The projector was repaired and films were shown in a large shrapnel-tattered tent in the middle of the bivouac area. When it was discovered that Jerry had settled into a routine and that his shelling could be expected during the evenings the shows were run in the afternoon. Fighters over Anzio accounted for so many German planes during the daylight raids on the beachhead that these raids were abandoned and the Luftwaffe came over only at night. Occasionally FW-190's or ME-109's swooped over the beachhead on daytime fighter-bomber sweeps.

In March 1944 the weather began to have the feel of spring. Rain ceased falling and for the first time foxholes began to dry. Men who had previously spent most of their off-duty hours sitting in their dugouts writing or reading came above ground and went for short walks. A volley-ball net was erected near the camp area and teams were organized. Men still preferred to stay close to their dugouts. Despite his usual adherence to schedules the enemy occasionally varied his tactics and shelled at odd hours. Replacements arrived and men who had been at Anzio since its inception were allowed furloughs at the rest camp on Capri. Then they went back to the beautiful hell of Anzio.

Most of the air force men on Anzio were from Wing Headquarters, the 582nd SAW Bn. and the 82nd Fighter Control Squadron. Some were from the 328th Fighter Control Squadron and the 593rd SAW Bn. Several of the personnel from the veteran 582nd SAW Bn. and the Control Squadrons were killed or wounded. Of the 582nd SAW personnel, T/4 Newell H. Smith was killed during an air raid and artillery barrage, T/4 Edward Cardenas was killed by a bomb and T/5 John H. Abrahamsen was killed

by a shell. Of the 82nd Fighter Control Squadron, Cpl. Royce E. Clendenin and Sgt. Lewis M. Gordon were killed by a shell exploding over their tent. S Sgt. Tom A. Calegory, Sgt. Edward L. McCarthy and Cpl. Andrew P. Tlatco were wounded. Pfc. Roy E. Martin and Pvt. Dean F. Shuster of the 328th Fighter Control Squadron were killed by an exploding bomb.

The mission of "Grubstake" at Anzio was to supply early warning and to control Allied fighter elements on interceptions in the forward area. In addition the Ops controlled all fighter-bomber aircraft flown from Naples to the vicinity of the beachhead for close cooperation missions and strafing and bombing attacks on enemy strongpoints and supply installations.

The Wing had operational control over the 31st Fighter Group, the 79th Fighter Group, the 99th Squadron, the 324th Fighter Group, the 244 Wing (RAF), the 324 Wing (RAF), the 415th Night Fighter Squadron and the 600 Squadron (RAF). Of these units the 31st Fighter Group had been with the Wing since the campaigns in Africa.

Both British Wings, equipped with Spitfires, proved to be particularly aggressive in their contacts with the Luftwaffe in Italy. During the time they worked with the 64th Fighter Wing their pilots accounted for a large number of enemy planes and were a constant threat to the operations of the German Air Force.

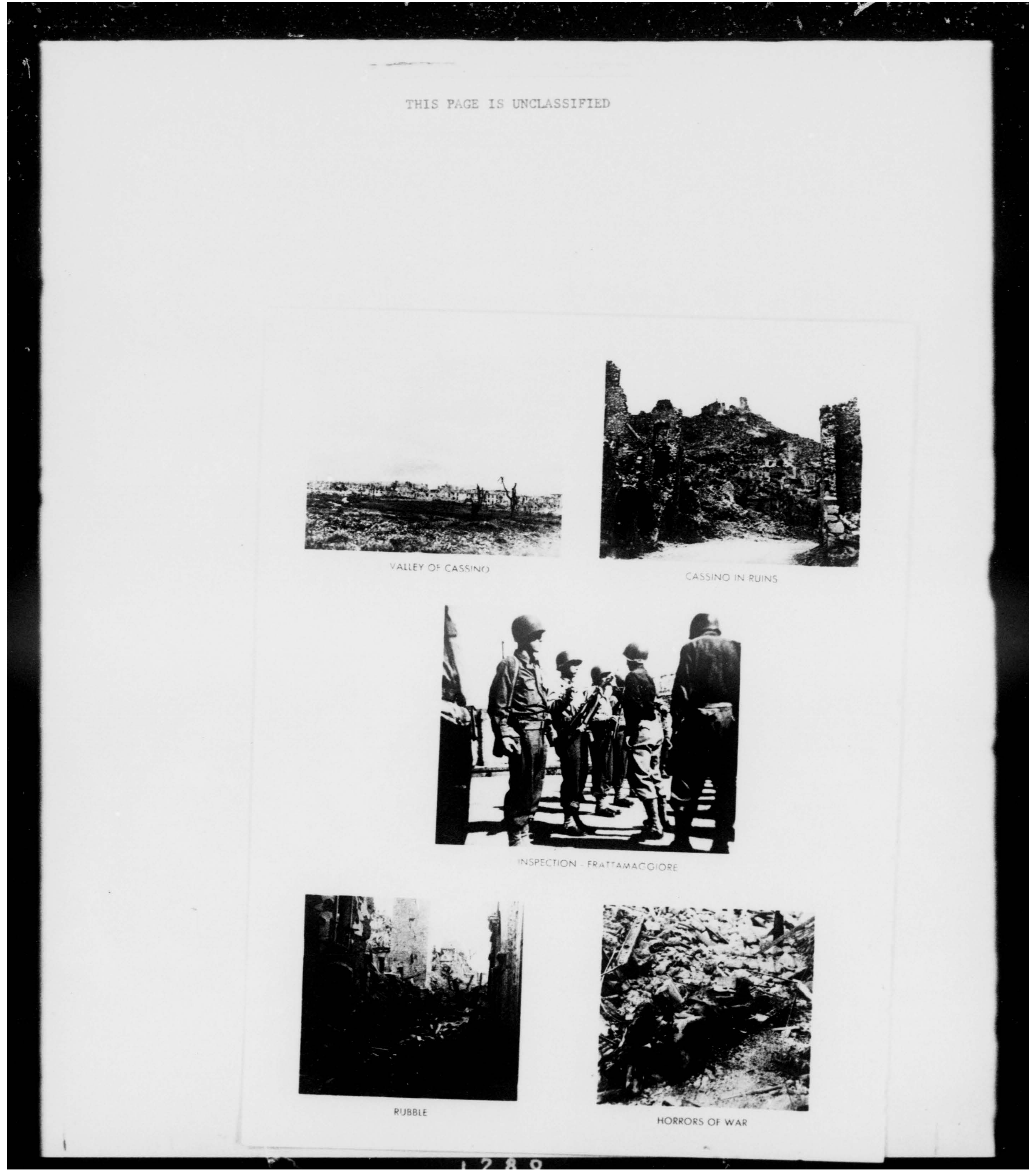
The number of air raids at Anzio reached a fantastic total of 377 in the four month period. For the entire period of the beachhead existence there was an average of three enemy raids every day. These raids marked the last time that German aircraft presented a serious and continued menace to the success of the ground forces.

Typical of the toll paid by the enemy was the first day's bag over the battle area when nine enemy planes were destroyed, one probably destroyed, and six damaged by Allied planes. On 27 January 1944, 25 hostile aircraft were destroyed, six probably destroyed and eight damaged. On 28 January 1944, 31 enemy planes were destroyed, one probably destroyed and 11 damaged.

Fighters flying constant patrol above the Anzio beachhead had to come from the Naples area. An airfield was established at Anzio and a squadron of the 31st Fighter Group moved in. After constant intense shelling and bombing the squadron withdrew and the field was used only for emergency landings and for artillery liaison aircraft. Later the 31st moved a squadron back to the beachhead in time to take part in the final push for Rome.

Operationally the Wing was still improving. During April a new system of close control for close cooperation bombing was inaugurated at Anzio. Col. William K. McNown, Executive Officer of the Wing, and two controllers, Capt. Chester H. Wright and Capt. Lee Jordan, with operating personnel took an armored halftrack mounting air to ground VHF and moved to the VI Corps command post.

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The Wing, except on a few occasions, had previously bombed only beyond a Bomb Safety Line drawn five to ten miles ahead of Allied forward elements. Now something new was tried. A special bomb line was agreed upon in a meeting with VI Corps officers, and pilots of the 324th Fighter Group were briefed on this special bomb line. The front was static and the pilots had full knowledge of front line positions. The Wing detachment at Anzio received target requests directly from Corps Headquarters and controllers in the halftrack located in a forward position vectored pilots onto enemy strongpoints along the Rome-Cisterna railway. The objectives were close to the Allied front lines and troop commanders on the line feared for the safety of their men.

The venture was successful and many strongpoints were knocked out. From then on controllers operating with this Forward Control vectored aircraft onto enemy motor columns. They accounted for more than 10,000 enemy vehicles immediately before and after the breakthrough from Anzio. Moving the Forward Control with the leading elements of the ground forces was a revolutionary step in air cooperation. It was indicative of what was to come later. When the armored halftrack and Air Corps personnel arrived at his VI Corps Headquarters, Lt. Gen. Lucien Truscott remarked, "I have another arm". The Wing had supplied that arm.

The Anzio beachhead ceased to exist on 23 May 1944 when forces from Anzio linked with the forces of the Fifth Army advancing north after the breakthrough at Cassino on 18 May 1944. "Grubstake" remained in its location for a short while and then prepared to move north after the fleeing German armies. The dugouts were filled —the shells and bombs were no more. The mud and blood of Anzio passed into history.

Chapter II

NEW BLOOD

On the 1st of November 1943 the 593rd Signal Aircraft Warning Battalion was activated at Camp Pinedale near Fresno, California. This began a phase of training to which 593rd men still refer as the Fresno campaign or "The Battle of Pinedale". The activation of the 593rd occured during a period when the Salerno beachhead battle had been won and the 64th Fighter Wing was settling down to routine operations at Frattamaggiore, Italy.

Personnel to form the 593rd had been taken from the San Francisco, Seattle, Los Angeles and San Diego Air Defense Wings, all of which had been operating on the coast since 7 December 1941. These men already knew their business. The radar operators and mechanics had been working with SCR 270's and SCR 588's. Filter and plotter personnel had long worked in the elaborate and well equipped operations rooms of the Coastal Air Defense Wings.

At Pinedale the Battalion began an intensive retraining program, learning how to use the new radar sets they would operate overseas. The filter and operations personnel learned how to work with the newly developed and highly mobile operations equipment. Wire and radio men brushed up on the equipment they were to use.

Initially the 593rd was composed of three companies: Headquarters and Plotting commanded by Capt. Robert H. Anderson, Reporting Company A commanded by Capt. Robert R. Snyder and Reporting Company B commanded by Capt. Erwin D. McDowell. A Ground Observer Company originally assigned to the 592nd Signal AW Bn., then training at Camp Pinedale, was reassigned to the 593rd immediately before it left for the Port of Embarkation. This GOC company was commanded by Capt. Ralph W. Wright. Maj. Edward C. Danford was Battalion Commander, with Capt. Emil O. Lindner as his Executive Officer.

During the months of November and December the Battalion personnel took a refresher course in basic training in addition to technical schooling. Two field prob-

lems smoothed out the operational kinks and familiarized the men with their new equipment. By 1 January 1944 the Battalion was ready to embark for overseas destination more fully equipped and better trained than any previous outfit of its kind.

From Camp Pinedale the Battalion entrained for Camp Patrick Henry, Hampton Roads, Virginia, there to board three Liberty ships which would carry it across the Atlantic. One part of the Battalion landed at Naples, Italy and the other at Taranto, Italy on 10 March 1944.

Sister outfit to the 593rd was the 328th Fighter Control Squadron, activated on 1 April 1943 at Paine Field, Washington. The cadre personnel were drawn from the Seattle, San Francisco, Los Angeles and San Diego Air Defense Wings, and the radio and VHF personnel came from Hamilton Field and Muroc Training Center in California. Shortages in the Squadron were filled from the replacement pool at Hammer Field, near Fresno, California.

The 328th remained at Paine Field for its pre-overseas training, consisting of familiarizing the men with their new equipment and how it was used in the theatres of war. The Squadron went on two field problems in the vicinity of Ft. Lewis, Washington, and by November of 1943 was ready to leave for overseas duty. During this month the Squadron, commanded by Capt. Oscar Cutting entrained for Camp Patrick Henry. On 24 December it embarked from Hampton Roads and landed in Taranto, Italy on 19 January 1944.

The assignment of the 593rd and 328th gave the Wing two SAW Battalions and two Fighter Control Squadrons. The first result was a rise in hopes amongst the personnel of the older outfits. Rumor machines ground out stories rapidly, the consensus of which agreed that the 582nd and 82nd would go home as soon as the new outfits had taken over. Such stories reached an apex of intensity, then gradually died out.

Personnel of the new outfits were sent to various Wing installations to familiarize themselves with the operational methods then in use. Some of the new men were sent to the Anzio beachhead to replace men who had been there since the initial landings.

Communications in the field connecting the radars and airfields to Wing Headquarters and the Ops had been installed by the 439th Signal Construction Battalion, under the operational control of the Wing. This Battalion, commanded in Italy by Lt. Col. Lamar D. Gaston, had operated throughout the African and Sicilian campaigns but was not put under the operational control of the Wing until 19 September 1943. The 439th handled only outside communications work. Inside work had been accomplished by wire men of the 582nd SAW and 82nd FCS.

This situation was revised when the 346th Signal Company Wing was assigned to the Wing on 21 April 1944. The 346th was activated on 26 April 1943 at Camp Pinedale, with 1st Lt. Walter A. Maddox as Commanding Officer. In its first months

of existence the Company was engaged in a training course for technical personnel. Following this the outfit spent 16 days in the field on problems. On 31 December the 346th left Camp Pinedale, arriving in Camp Patrick Henry four days later. On 12 January the company shipped from Hampton Roads to Oran, Algeria, and then to Naples, Italy. The assignment of this company to the Wing relieved the shortage of inside signal personnel and allowed greater flexibility in operations.

During March 1944 the stalemate at Cassino and on the Anzio beachhead continued. The world waited for the next move of the Allied armies. Speculation as to when the second front would be established became a prime conversational cliche. Articles and news stories editoralized wondering why the Allies weren't moving more rapidly in Italy. Unswayed by the speculation and editorials Allied commanders planned and worked to accomplish their objectives.

Elements of the Wing operated in the field carrying on their mission and at the same time training the personnel of the newly assigned units. In addition the Wing had been instructing picked officers and men visiting from the Ninth Air Force, showing them methods and procedures of controlling and close cooperation developed in Africa, Pantelleria and Sicily.

Luftwaffe pilots ventured from their fields despite inclement March weather. They didn't come in strength and they were cautious, endeavoring to avoid combat. The enemy aircraft stayed mostly in the front line area operating on strafing and light bombing missions directed against front line troops and supply centers. In spite of this "live to fight another day" attitude on the Germans' part, fighter pilots rang up almost daily victories during March and added to the total of enemy aircraft destroyed by the Wing. Forty-nine enemy planes were destroyed, eight others probably destroyed, and 26 were damaged.

Several changes were made in the number of groups assigned to the Wing during March of 1944. On 10 March the 324th Group was relieved from assignment. On 31 March the 31st Group went to the Fifteenth Air Force. The 27th Fighter Group left the Wing on 28 March.

On 18 March 1944 the A-1 and A-4 sections of the Wing were reestablished. Maj. Arlie G. Henry was appointed A-1 and 1st Lt. Clarence D. Stidtson A-4. Capt. Wallace K. Oldfather succeeded Maj. Henry as C.O. of Headquarters Squadron and 1st Lt. Wayne J. Seitz became Squadron Adjutant, succeeding Capt. Oldfather.

This was a comparatively easy period of Army life for Wing personnel billeted in the vicinity of Frattamaggiore. Food was better than it had ever been. Fresh meat came daily on the menu and C-rations were pushed into the background.

Passes were obtainable to visit the neighboring towns and villages and to go to Naples, Sorrento and Pompeii. At the huge American Red Cross club in Naples sol-

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SMOKE SHELL HITS HOME

CAPUA AIRDROME

II CORPS AREA

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diers enthusiastically welcomed the advent of ice cream at the snack bar. But even these attractions began to pall. The day of homecoming seemed too far distant.

Radar coverage during the Frattamaggiore period was comprehensive. The 582nd SAW Bn. continued to operate SCR 602's, bolstering the coverage maintained by the British GCI's, COL's and MRU's. As soon as it learned the operational set-up of the Wing the 593rd SAW Bn. sent its heavy radars into the field, improving the coverage by using the SCR 270-D's and SCR 527's. All together there were 33 radars in operation at one time, most of them reporting to the main Ops at Frattamaggiore.

Following the successful experiments in the use of the SCR 584 for controlling aircraft over the Anzio beachhead the Wing received several of these sets and trained crews in their use. The SCR 584 later played an important role in control of air co-operation missions during the campaigns in France and Germany.

Early in April 1944 a new Ops was formed, composed mainly of 593rd and 328th personnel. The Ops, given the callsign "Baseball", was set up near the 593rd Headquarters at Frattaminore but didn't go into immediate operation. Some familiarization and practice work was done to perfect teamwork. Capt. Carl W. Eckhardt took command.

The Wing now possessed three Ops in addition to the Forward Controls in the field. Thus, if the front broadened in any way, two of the Ops could remain behind to furnish navigational aid in the airfield area. If the front was to advance over a narrow area the Ops could leapfrog one another providing a constant movement forward without any interruption of operations. During a fast moving drive it was important that navigational aid and early warning be available at all times.

To prevent restricting the radars reporting to each Ops it was decided that radars would not be permanently assigned. Radars moving independently could be assembled and ready to report the minute an Ops set up in the area. VHF vans and fixers stayed with the Ops with the exception that the Ops in the spot of greatest value in navigational aid would be provided with the best fixer coverage.

During April the slow war of attrition dragged on as the enemy clung to Cassino. Aircraft controlled by the Wing poisoned Italian skies for the Luftwaffe. Seventeen of the enemy planes were brought down during the month and seven more damaged.

Thick bodied P-47 Thunderbolts had their premiere with the Wing when the 79th Fighter Group came under its operational control. Pilots manning these aircraft gave a hint of what was to be gained by using Thunderbolts as fighter-bombers. Striking at enemy communications and supply lines, bombing and strafing troop concentrations and strongpoints, dissecting enemy road and rail movements, the Thunderbolts added new designs to the pattern of Allied air tactics.

The German Air Force wasn't finished. On the night of 24 April it dispatched a

medium sized raid on Naples. During the raid enemy aircraft over Frattamaggiore dropped a land mine which hit the hemp factory building being used as a barracks for Wing personnel. The mine sheared off one end of the building, destroyed the barber shop and damaged the kitchen. The missile miraculously didn't explode and not a man was injured. The incident served as a forceful reminder that there was still a war on even though it seemed to be a slow one at the time.

Brig. Gen. J. R. Hawkins, who was promoted in January 1944, left the Wing on 27 April to become Commanding General of I Fighter Command, Mitchel Field, New York. Before leaving, Gen. Hawkins was feted at the Officers' Club where he was presented with a silver cigar box, and at the Sergeants' Club where he said goodbye to the enlisted men and was given a portable bar. At these parties Gen. Hawkins introduced Brig. Gen. Glenn O. Barcus, the new Wing Commander. Gen. Barcus had just relinquished command of I Fighter at Mitchel Field.

Gen. Hawkins explained why he had chosen the axe as the 64th Fighter Wing symbol.

"During the early days of the Italian invasion," he said, "when the Wing was directing the fighter-bomber missions, it seemed as though an enormous axe was reaching out and chopping down enemy opposition along the front line."

By the end of April the Wing was ready for the final phase of its activities in Italy. In the early days of May 1944 men looked to the north, watched three spots on the map, the beachhead at Anzio, the village of Cassino and the city of Rome.

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GAETA



GAETA HARBOR



AN AMERICAN TANK THAT HAD IT



PART V

ROME-ARNO CAMPAIGN

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Chapter 12

OPERATION "STRANGLE"

Along the Italian front from the Tyrrhenian to the Adriatic the rumble of mighty guns shook the skies and caused the earth to tremble. The offensive to capture Rome and push the Germans from Italy had begun. Allied aircraft roamed the skies to keep the Luftwaffe out of the air. Others smashed at German communication lines and transportation. Heavy bombers went into the interior and fighter-bombers ranged far and wide on their missions.

The whole pattern of bombing immediately preceding and during the attack on Rome was designed to cut off the enemy from his supplies. The operation, planned by Brig. Gen. Gordon P. Saville commanding XII Tactical Air Command, was known as Operation "Strangle". The destruction resulting from this operation exceeded the most enthusiastic hopes and has been made the subject of numerous technical surveys. The 324th Fighter Group played an important part in Operation "Strangle" and received the Presidential Citation for its attacks on difficult targets around Castellonarato.

At first the push was slow and the Germans held tenaciously to their commanding positions on the Adolf Hitler Line. Cassino, the tough nut the Allies had failed to crack, remained tough, but now the Allies had enough strength to ignore Cassino temporarily. It was still formidable, but outflanked it was of no further use to the enemy.

The offensive struck first at the Liri River, pushed across and slugged up the Liri Valley west of Cassino. British Eighth Army troops widened their front from Cassino to the Adriatic. Empire troops and Polish regiments smashed north against the stiff opposition of their front. They too outflanked Cassino.

Allied aircraft harrassed the areas behind the enemy's front lines and threw the supply and communication corridors into a state of confusion. The German grip began to loosen. The Allied drive gained momentum. Cassino fell on 18 May 1944 to the Polish troops of the British Eighth Army.

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At Anzio Allied forces broke through the steel ring surrounding them and some started south to link with the troops which had by-passed Cassino. The Anzio forces passed Cisterna, death spot for two battalions of American Rangers annihilated weeks before while trying to take the town. Link-up of the Anzio forces and troops who had cracked through the Adolf Hitler Line came on 23 May 1944. Then on two historic days, June 4th and 5th, Lt. Gen. Mark W. Clark's Fifth Army entered and captured Rome. The great invasion of Western Europe began in Normandy on the following day. The Russians were battering the Germans in the east. The Nazi days were numbered.

The Wing's part in the Rome offensive was to follow the Fifth Army, supply it with early warning of enemy raids and direct fighter-bombers in close cooperation. In addition the Wing supplied navigational aid to Allied aircraft and gave them homings to their bases or emergency fields. Fighters flew patrols, fighter sweeps and escort for medium bombers.

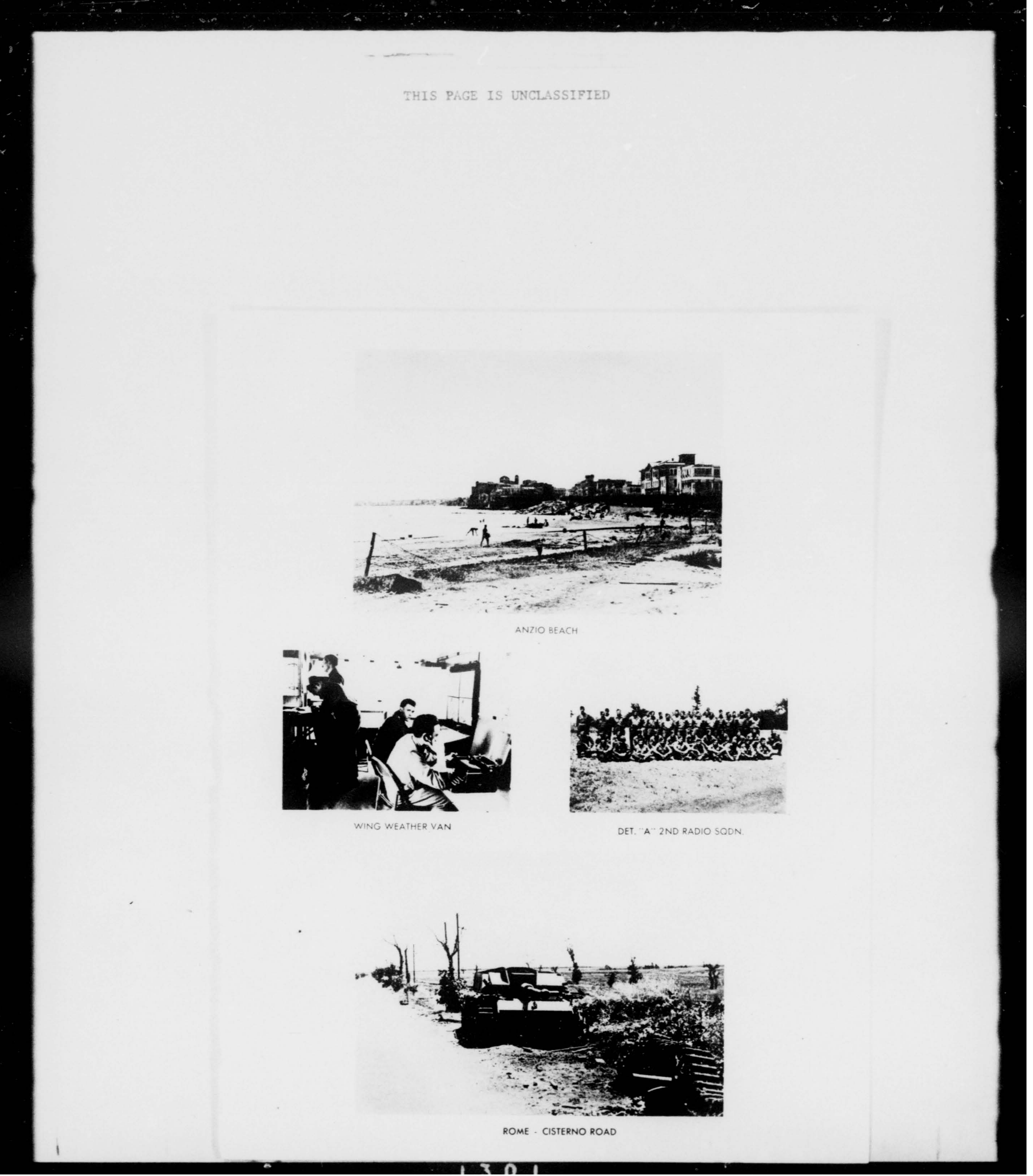
First move of the Wing out of Frattamaggiore came on 31 May 1944 when "Changer" and the advance echelon of the Wing Headquarters left for San Felice di Circeo near the Tyrrhenian coastline. "Baseball" was in operation and stayed in the vicinity of Frattamaggiore to supply early warning and navigational aid until fields could be moved ahead. On 1 June the balance of Wing Headquarters personnel and Wing components, 582nd and 593rd SAW Bns., 82nd and 328th Fighter Control Squadrons, 439th Signal Heavy Construction Bn., and 346th Signal Company Wing moved to San Felice di Circeo.

The new area was mosquito laden and heavily mined. Previous to the installation of one of Mussolini's famed drainage projects the surrounding country had been one of the worst malaria spots in the world. After the destruction of the drainage system by the Germans the mosquitoes bred rapidly and returned from the marshes to plague humanity. It was not necessary to caution the men about malaria. They used their repellent, mosquito bars and atabrine with considerable fervor.

Mines were an added threat to life. Pvt. John W. Williams of the 593rd SAW Battalion was killed when he stepped on one. Safety could be found only in the camp area which had been cleared of mines. Wandering too far afield was likely to prove fatal.

Before the men were settled they moved again to Rocca di Pappa in the Alban Hills near Rome. "Changer", Wing Headquarters and headquarters of subordinate units completed the move by 7 June. "Changer" operated from Rocca di Pappa and "Baseball", freed from its operational duties, prepared to move.

Lake Albano was a paradise — with certain evils. When the Wing first arrived there were several unburied dead in the woods of the bivouac area. There had been



ANZIO BEACH

WING WEATHER VAN

DET. "A" 2ND RADIO SQDN.

ROME - CISTERNO ROAD

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a sharp fight a few days before and the armies hurrying north hadn't had time to bury all the dead. Wing details buried 13 Germans and one American soldier amidst the oaks and pines of the Alban Hills where they had fought and died.

There was practically nothing to mar the beauty of the surroundings. On a hill overlooking the smooth surfaces and refreshing waters of Lake Albano, bivouac areas were situated in clearings set in the green grandeurs of the forest. The location was ideal for work or leisure. During their off duty hours men could rest in the sylvan-solitude or go swimming in the lake below. The food was restricted to C-rations and five-in-one during the first days of the stay at Rocca di Pappa. Supply units were straining to keep up with the armies.

Close by was Rome, the Eternal City, mother of all cities. It had been undamaged and only in the small towns on the outskirts had heavy fighting taken place. Passes were soon obtainable and Wing personnel migrated to the city to drink in its beauty and magnificence, to see the Basilica of St. Peter, the Vatican, the Colliseum and the endless array of historic and artistic treasures which are Rome.

They went to see the Roman girls, gay and eager to please the American soldiers. Some of the men, intent on further improving their Italian, promoted friendships with the local signorinas.

When the city had been brought under the jurisdiction of the Base Section, Red Cross Clubs and restaurants were established. Soldiers in the city under orders could eat well and stay at the best hotels. Even on an ordinary one or two day pass a man could always find a place to stay overnight. A little apartment somewhere was sure to turn up. There seemed to be never-ending entertainment in Rome.

"Grubstake", commanded by Col. William K. McNown, moved from Anzio to the small town of Tolfa near Civitavecchia on the day after the main Ops moved to Rocca di Pappa. In this position "Grubstake" was the most advanced of the Ops and supplied the necessary early warning of air raids. The German Air Force was relatively inactive and few raids passed over the front lines. After resting three days at Lake Albano "Baseball" moved again, leap-frogged "Grubstake" and located on a bleak hillside near the town of Orbetello. Within twenty-four hours after arrival "Baseball" was operative.

The camp at Orbetello was a locust love nest. Their constant sawing grated on the nerves and caused one or two sleepless nights when the men first arrived. The sunbaked hillside on which the camp was sited had a scraggly olive grove and the soil was so rocky that slit trenches and garbage pits had to be dug with dynamite. S/Sgt. Emerson Childs, a former free-lance miner and prospector, was appointed to supervise the blasting. Childs believed in heavy charges and to supplement dynamite obtained from the engineers he used abandoned German artillery powder bags. Through-

out this period of digging slit trenches and pits, the camp was subjected to barrages of rocks and clods showering down after each explosion.

Childs had one unfortunate experience. Demonstrating to some men that the German powder bags were filled with slow-burning powder, he placed a bag on the ground and dropped a match on it. The flare of the explosion threw a smokescreen around Childs, and when the smoke cleared the sergeant was revealed sans eyebrows, sans mustache, sans part of his hair. For many days the subject of demolition was not broached to S/Sgt. Childs.

It was hot on the hillside and the olive trees offered very little shade from the bright sunshine. There were beaches on Orbetello Peninsula. The men from "Baseball" went there in trucks to spend their leisure hours swimming in the warm Tyrrhenian Sea.

Natives of Orbetello were pleasant, clean and much different from the people of Naples. Their houses were cleaner and better constructed. They dressed better and seemed healthier than the Neapolitans. They were less demanding and more aloof. Here in Tuscany the farms were larger and better cultivated. Farmers used modern machinery, tractors, mowers and threshers.

St. Stephano on the Island of Orbetello had been a seaport used to supply Wehrmacht troops on the western side of the Italian peninsula. German shipping had crept along the Italian coast line at night and scooted into the relative safety of St. Stephano harbor. Allied aircraft had used this town as an alternate target when assigned targets were weather bound. When the Wing arrived the harbor and town were in flattened ruins.

One of the buildings which had suffered least from the raids was a medieval fortress perched on a promontory overlooking the harbor. This fortress had been withstanding sieges of all kinds for hundreds of years and it withstood another – a siege from the air. There had been several near misses but the castle had not been hit. It stood high above the rubble which had been the city, like an aged bull elephant standing among the bones of the elephant burial ground.

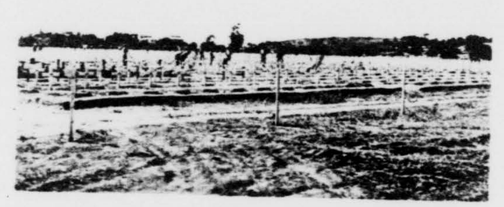
By 19 June the entire Wing and components had moved to Orbetello. From this location the Wing carried on its final operations in the Rome-Arno campaign. Nearby in a valley below the hillside camp of "Baseball" was one of the airstrips used by the Wing in its operations against the Germans to the north. Another field was located 40 miles away at Grossetto.

"Grubstake", now under the command of Maj. James P. Ready, moved from Tolfa to Piombino, a hundred miles north of Orbetello on the Italian coast. The camp at Piombino, northernmost point reached by the Wing in Italy, was another idyllic location. It was on the seashore and surf sports were commonplace. There was a pine

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GERMAN C.P.



U.S. CEMETERY AT ANZIO



5 GRAVES TO GERMANY

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CAMP AREA, LAKE ALBANO

"JERRY" MINE PATTERN

OPS#1 "CHANGER" OFFICERS

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grove nearby. The entire scene was one of rugged beauty. "Grubstake" remained in Piombino until the Ops closed down and pulled back to Santa Maria in preparation for the invasion of Southern France.

Improvements were made in the operational methods of the Wing. After the break-through north of Rome a Forward Control was placed with the 1st Armored Division of the IV Corps and moved with the Division. Placing a Forward Control with leading elements of the ground forces followed the preceding experiments at Salerno and Anzio and further speeded the development of the superb forward control system later inaugurated in France.

Another improvement provided the Wing with a more effective method of conducting close cooperation missions with a minimum of danger to friendly ground forces. One day when the Wing Forward Control was with the 1st Armored Division near Grossetto an L-5 cub landed on a nearby stretch of level ground. The cub had run short of fuel while attempting to adjust artillery fire on a horse drawn convoy at maximum range for the heavy artillery.

Noting the captain's insignia, the pilot inquired, "Is the Air Corps flying half-tracks now, Captain?"

Capt. Davidson explained the operation of a forward control team.

"Ever thought of using cubs?"

"How?"

"Well, we use them for artillery spotting. They might be able to spot targets for fighter-bombers."

The idea impressed Capt. Davidson who submitted it to Gen. Barcus. Both Gen. Barcus and Gen. Saville saw the possibilities of the idea and asked for the necessary equipment to put it into effect.

Capt. Davidson had asked to try out the new system. On his first mission flown 15 June 1944 he was accompanied by an observer from the 1st Armored Division. The operation was new and its success depended on the aggressiveness and willingness of the air force to prove its worth to the ground forces. Capt. Davidson and the observer who accompanied him in the frail cub plane took risks far beyond those later necessary. On occasions the captain flew ten to twenty miles inside enemy territory in order to spot good targets for fighter-bombers. Risks paid off and the plan worked excellently.

The cub flew low over the ground to spot targets, contacted the fighter-bombers on VHF when one was found. If the fighter-bomber pilots couldn't see the targets the cub flew down and pointed them out. Such flights were called "Horsefly" missions. They were of great value during the campaigns in France and Germany.

During the same period the famed "Pineapple Procedure", inaugurated just before

the breakthrough from Anzio, was further developed by Gens. Barcus and Saville. Tactical Reconnaissance aircraft flew scouting missions over the front and scoured roads to the enemy's rear. When fleeting targets (columns of motor transport or trains) were seen their position was radioed to the main Ops. Controllers diverted airborne fighter-bombers to the targets. German columns, unaware they had been watched, fell to pieces before the onslaught of buzzing fighter-bombers. Locomotives disappeared in clouds of exploding steam and trains piled up on twisted tracks. Every German move was periled.

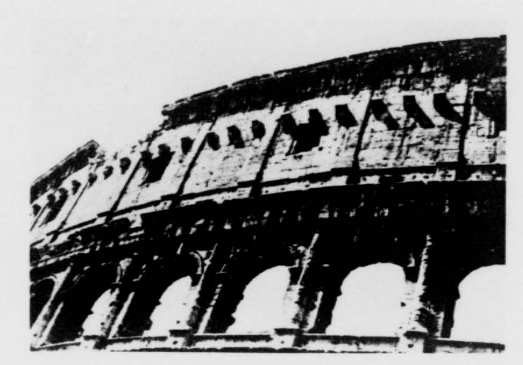
Thus in Italy the Wing learned several valuable lessons. When a stalemate existed and pilots had full knowledge of front line positions close cooperation missions were safely conducted in the immediate area of the front without harming ground soldiers. Placing Forward Controls to direct fighter-bombers visually onto enemy targets did not work exceptionally well. Good visual observation was rare and lack of liaison with ground forces hampered the plan. A Forward Control in full liaison the with VI Corps proved valuable during a stable ground situation. It directed the destruction of enemy strongpoints near Cisterna and the elimination of 10,000 enemy vehicles during and following the breakthrough from Anzio. The Wing found and proved the value of using liaison aircraft (L-5's) to lead fighter-bombers to targets, both fleeting and stationary. This was one of the biggest advances in close cooperation.

The ever-valuable navigational aid was continued in Italy. Again, as had been the case in Africa, during the Pantellerian episode and in Sicily, countless lives of pilots and crews were saved by navigational aids. Controllers realized the service they were performing, not only for the war effort, but for humanity. They worked swiftly to help any pilot requiring aid in reaching his home base, or to give him direction to any base when he was low on fuel or was wounded by flak or enemy bullets.

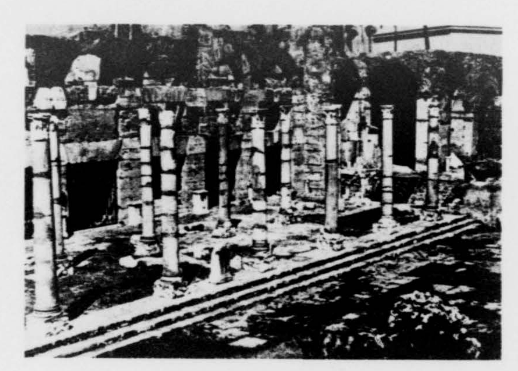
Not once throughout the entire period was a pilot calling for homing lost by the fixers. In case of forced landing before the home base was reached the fixers pinpointed the landing spot. Particularly effective were the D/F fixer station crew of T/Sgt. Donald C. Hannon, the VHF crew of T/Sgt. George N. Janeway, the D/F crew of T/Sgt. Eli Zdunich and the VHF crew of Sgt. Valdez, all of the 82nd Fighter Control Squadron.

Ahead lay a series of problems, more complex and more difficult than any yet encountered, but the lessons already learned would help in their solution. In the minds of men who had witnessed the entire growth of the Wing, had seen it shift from strong defensive to smashing offensive, the future was beginning to assume a pattern. The outline of a more comprehensive strategy was taking shape.

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COLOSSEUM



GLADIATORS ARENA



MONUMENT OF VICTOR EMANUEL



PART VI

SOUTHERN FRANCE CAMPAIGN

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Chapter 13

THE GATHERING STORM

Traveling southward from their camps and bivouacs at Piombino, Orbetello, Rocca di Pappa and from the many radar and fixer camps in the field the Wing and its components assembled in a staging area near the Italian town of Santa Maria di Capua.

Wing Headquarters Advance went to Naples where the officers and men billeted in a large, modern apartment building housing the 62nd Fighter Wing. In Naples Advance Headquarters planned the Wing's role in the invasion of Southern France. By 19 July 1944 the entire Wing was either planning for or training for the invasion.

It was hot in Santa Maria — it was hot and it smelled to high heaven. Odors arising from the accumulated refuse of years were intensified by the warm July weather. Dust four to six inches deep rose in great clouds behind the most carefully driven jeep. The staging area was one of the most unpleasant spots the men had seen.

Pyramidal tents formed the shelters, and men had a choice of rolling up the sides of the tents to permit airing or leaving the sides down to keep out the dust. Even the nights were warm with a warmth which caused pitching and tossing punctuated by an occasional curse. Men with idle hours spent much time and effort attempting to rig air conditioning cooling systems in their tents. M/Sgt. Harry Cline of the 593rd SAW Bn. worked out a fan and drip arrangement which cooled his tent to a certain extent. The basic idea behind Cline's invention was to have small drops of water hitting an electric fan. Cline's theory stated: If small enough drops of water hit the blades of a fan they would disintegrate and rapidly evaporate thus cooling the air. Unfortunately for Cline and for the other inhabitants of his tent the drip system couldn't be adjusted to a fine point. The drops of water instead of disintegrating were merely made smaller and were spread over a larger area by the fan. This provided a continual shower within the tent, more annoying than cooling.

Santa Maria was notable for its "hemp field sirens", a motley collection of raga-

muffin members of the scarlet sisterhood anxious to collect cigarettes, chocolate bars or money in exchange for services. These hemp field lorelei maintained outposts in the hemp, vantage points from which they could lure the unwary to their nests. The men, thoroughly indoctrinated in the dangers of succumbing to the songs of these temptresses, treated them with disdain. Business didn't prosper.

Passes were given frequently, allowing the personnel to visit Rome or Naples where they could see old friends and make new ones. In Santa Maria the American Red Cross maintained a club providing entertainment for a large number of men and dispensing ice cream. There were numerous movies. A man who knew his way around and was a fervent movie fan could see a different picture each night. Nearly every outfit in the area had its own open air theater. These advantages tempered the poor living conditions.

Earlier in the month of July a few personnel from each of the three Ops had been withdrawn from operations and sent to Naples for training in Joint Army-Navy Combined Operations. They were taught the latest developments in controlling aircraft from Fighter Director Ships. Some of these men formed a temporary Ops, a souped-up GCI commanded by Capt. William H. Davidson, which was to go ashore on the invasion immediately after the assault troops.

Some of the men boarded the U.S.S. Catoctin, Headquarters Ship for the invasion. Aside from learning the new wrinkles of joint operations these men learned also the difference between sensible Army poker and insane Navy poker much to the detriment of their pocket books. Pfc. Helge O. Nelson of the 593rd SAW Bn. watching a Navy pay day poker game maintained he could clean it out in fifteen seconds flat.

"Those guys are the loosest players I've ever seen," Nelson confided to his friends. "Just lend me a few smackers and I'll take every cent they have. They're suckers for a tight player."

Swayed by the sales talk, Nelson's friends financed him. Several minutes later Nelson staggered from the game, his face white with anguish.

"Magicians," he was muttering to himself. "Those guys are magicians. Imagine that guy filling on a three card draw to a pair of fives and me with three aces going in."

In the circle of Navy men around the temporary poker table a sailor chortled as he dragged in the pot. "Yep, four deuces," he bragged, "drew to a pair and caught two more."

"See," Nelson pointed out, "see, what'd I tell you? Those guys don't know how to play poker. Imagine anybody drawing to a pair of deuces! Now, if you boys could lend me some more money why I'd — —"

From the U.S.S. Catoctin a group of 13 men was flown to Malta, another gather-



CORSICAN CHURCH



MONUMENT OF NAPOLEON AT BASTIA



CALVI SECTOR CORSICA

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ing point for the invasion fleet. There they boarded the English Fighter Control Ship, H.M.S. Stuart Prince. On this converted freighter the Wing personnel learned more of the invasion plans and procedures. They trained for two weeks in the sea off Malta. On several occasions they were given shore leave which allowed them to visit Valleta and other cities of the oft-bombed island.

Finishing its rehearsals H.M.S. Stuart Prince steamed northward through the Straits of Messina, passed the volcanic island of Stromboli, passed the isle of Capri and dropped anchor in the Bay of Naples. The men who had trained aboard her were transferred to the Fighter Director Tender 13 and H.M.S. Ulster Queen both of which would be control ships for the invasion. Other Wing personnel were already aboard these two ships and still others were aboard the Headquarters Ship, U.S.S. Catoctin.

The FDT 13 was a converted LST with Ops block located on the tank deck and two radars, one GCI and one Type 11 on the flat upper deck. Gen. Barcus, commander of the air defense phase of the landings, was aboard the FDT 13. H.M.S. Ulster Queen was the standby control ship in case the FDT 13 or the U.S.S. Catoctin was sunk or badly damaged during the operations.

Lt. Gen. Alexander M. Patch, commanding the Seventh U.S. Army, was on the U.S.S. Catoctin. Also on the "Catoctin" were the Naval commanders of the invasion fleet and Gen. Saville, invasion air commander, in charge of Army and Navy aircraft to be used during the operations.

Personnel who had been trained aboard the U.S.S. Catoctin formed the balance of personnel for the three ships. They were supplemented by men from the 2nd Amphibious Squadron. Wing controllers were to control fighter-bombers over the landing beaches.

"Grubstake" personnel who were to establish the first full scale Ops in Southern France went aboard an LST. Most of the "Changer" personnel went to Corsica. "Baseball" remained at Santa Maria with the balance of the Wing units, awaiting word to leave for the Texas point of embarkation. A Wing Headquarters Advance party was to land on D-Day and set up an advance command post.

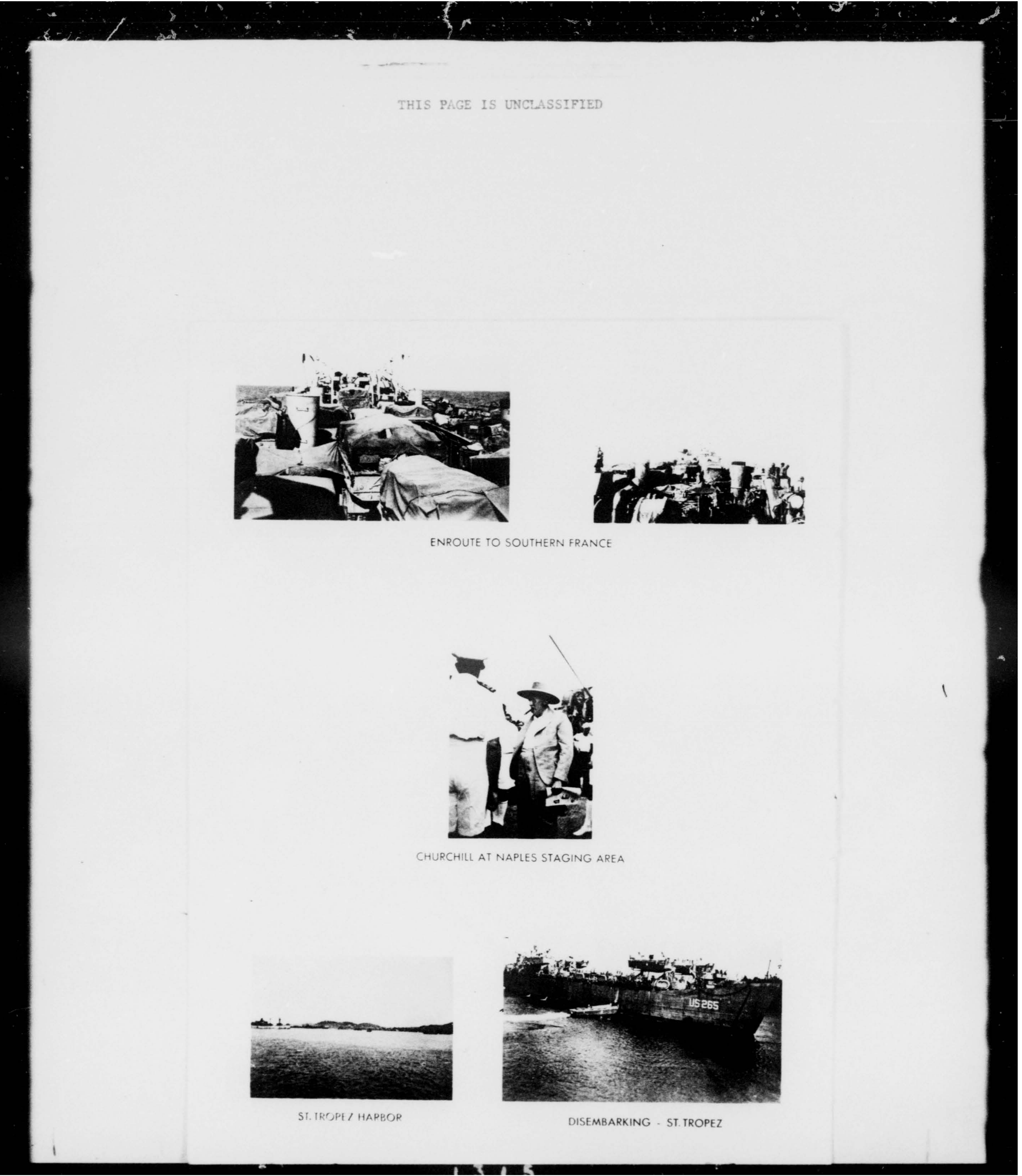
The Allies in Normandy had completed the breakthrough at St. Lo. Lt. Gen. George Patton's columns were hurtling across the northern part of France as the Germans desperately tried to reform for a stand. Throughout the United Nations hope reached new heights. American soldiers talked of being home by Christmas.

The plan for the invasion of Southern France was evident. With American and British forces pressing from the north a successful invasion of Southern France would make the German position in France practically untenable. Just as the original opera-

tion designation – "Anvil" – indicated, the Nazi's position after such an invasion would parallel that of a piece of iron on a huge anvil. Above, a gigantic hammer would swing relentlessly, smashing blow upon blow, smashing iron against tougher iron.

But before the hammer could hit its most telling blows the anvil would have to be put in place.

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ENROUTE TO SOUTHERN FRANCE

CHURCHILL AT NAPLES STAGING AREA

ST. TROPEZ HARBOR

DISEMBARKING - ST. TROPEZ

Chapter 14

LE JOUR DE GLOIRE

In the dawnlight of 15 August 1944 bombardments were fiercely under way. H-Hour would be 0800. Behind the first invasion fleet the heavy guns of the battleships flashed in the halflight and sent their projectiles screaming into the enemy shore defenses and coastal gun positions. Above the beaches Tac/R aircraft directed the bombardment and called over the VHF when they spotted an enemy gun flash. Closer to the beaches destroyers and light cruisers fired smaller guns into lesser enemy gun positions, field artillery positions and anything which might endanger the lives of Allied troops when they rushed ashore.

Following their attacks of the previous night heavy bombers swept over the beaches at seven o'clock and bombed continually for a half hour through the ground haze and overcast. Fighter-bombers and mediums flashed in during the last moments before the troops came ashore. Their 1000 pound and 500 pound demolition and general purpose bombs hurtled downward, exploded among the ack-ack positions, coastal defenses, troop concentrations and field artillery emplacements. Lighter bombs were dropped on the beaches to make paths for the ground troops through the barbed wire entanglements.

This was invasion. The technique developed on previous invasions was applied skillfully and the overwhelming superiority of every force held by the Allies was used against the entrenched enemy. For many of the men participating this was the fourth and last invasion they would make in Europe.

Aboard the FDT 13 operations for air defense of the invasion fleet were in progress. There was no enemy air opposition during the initial landings. Radar coverage by the FDT 13 and other Headquarters ships and naval vessels was adequate.

Army and Navy chiefs on the U.S.S. Catoctin directed the operation of their respective units. Offensive air operations were controlled from the ship and after the first troops of the ground forces had gone ashore the fighter-bombers hit the enemy

strongpoints and transportation lines continually to demoralize the enemy and bring about his defeat more quickly.

Previous to H-Hour Rangers making the first landing in Southern France seized the Hyeres Isles on which the enemy had located powerful coastal guns capable of thwarting the invasion operation in that area. The defense had been pounded during the pre-invasion bombardment by aircraft and had been battered by a tremendous weight of bombs. Had the Rangers been repulsed in their attack to capture the Isles it would have been necessary to turn the strength of the Army and Navy fighter-bombers against the defenses to neutralize them.

After H-Hour paratroopers and glider troops landed near Le May inland from St. Tropez and St. Maxime. With them, landing in a glider at 1100 hours on D-Day, was a unit of the 64th Fighter Wing. Lt. Roy G. Robertson of the 328th Fighter Control Squadron, with S/Sgt. Albert J. Bartridge and Sgt. Roy C. Custer and their jeep were disgorged from the glider and swung into action. The operation of this unit, traveling with the advance elements, living with them and sharing their difficulties in combat, was indicative of the fine liaison for close control which the Wing had in this campaign.

The unit was assigned to the First Airborne Task Force (Prov.). The controller could move rapidly in the jeep and by staying with the advance elements and using an SCR 522 he could direct the fighter-bombers in close cooperation missions to assist the task force. The Forward Controls of Italy and the Forward Control with the 1st Armored Division in the drive north from Anzio augured the appearance of the new Forward Control operating with the advance elements of airborne troops. The forward control idea had carried the liaison between ground and air forces directly to the front lines.

The liaison of Lt. Robertson's unit and the Airborne was used not only to control fighters but to relay the monitored reports from Tac/R aircraft. The information was passed to the commanders of the task force and furnished them accurate intelligence of the enemy's movement and deployment of forces. In the first days of the invasion there was little need for close cooperation, and passing of monitored intelligence became the principal function of the unit.

At H-Hour on D-Day the first ground forces hit the coastline and the invasion of Southern France began. The initial landings were against surprisingly light resistance. In only one location was there stubborn defense. The beach at St. Raphael and the approaches to the town were defended by machinegun and tank emplacements. Enemy fire swept the advancing 36th Division and offered the deadliest opposition met by any of the assault forces. On other beaches along the coast the enemy, demoralized by the pre-invasion bombardment and anxious to escape, showed little will to fight.

Allied ground forces moved through the bombed out barbed wire entanglements and plunged inland. There was sniper opposition. Most enemy forces surrendered or fled. The shore between St. Tropez and St. Maxime where most of the initial landings were made could have been successfully defended had not the guns and defense positions been so effectively ruined by bombs.

The invasion success in Southern France was attributable to a number of factors. Intelligence, supplied to a large extent by French patriots of the Maquis and French Forces of the Interior, had been excellent. It had provided the Allies with detailed plans of the enemy fortifications and strongpoints. Aerial intelligence had supplemented this information with photographs. The knowledge gained had allowed the Allies to cripple the system of defenses in the pre-invasion bombardment by heavy and medium bombers and fighter-bombers.

Despite the obvious preparations the Allies had achieved tactical surprise. The pre-invasion bombing scheme had been carefully worked out so that Southern France had been bombed almost all the way across. Northern Italy in the Genoa region had also been hit. German Intelligence knew that invasion was imminent but could not guess whether it would be Southern France or Northern Italy. The bombardments along the coastlines seemed to be of equal strength whereas the invasion point was hardest hit. Enemy radar defenses were attacked by fighter-bombers and were almost completely knocked out in the invasion region.

FFI and Maquis roamed the fields and mountains on guerilla missions. In Southern France the liberation movement gained its greatest strength. Men and women of the underground, using arms supplied surreptitiously by the Allies, were assisted by American and British officers dropped by parachute during the months preceding the invasion. They sabotaged the enemy's rear areas and supply installations. The Maquis had such great strength that during the later days of the Southern France campaign they captured cities and roads and held them until the Allied forces arrived.

Initial landings by elements of the Seventh Army and subsequent landings by the First French Army, commanded by Gen. Lattre de Tassigny, were quickly consolidated. Invaders pushing inland found resistance lighter than expected.

French troops drove toward Toulon and Marseilles. The two great ports had to be captured to supply the armies. American forces pushed north toward the valley of the Rhone and east toward the resort towns of Cannes and Nice.

From the three Headquarters ships directives for the offensive and defensive use of Allied aircraft flashed over radio networks. Code messages revealing the extent and progress of the operation maintained liaison between the commanding officers of Navy and Army task forces. Cryptographic teams labored silently through the crush-

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ing traffic burdens of their twenty-four hour vigils. P-38's, P-47's, Spitfires, naval Hellcats, Wildcats and Seafires maintained continuous daylight patrols.

Closely supervised ack-ack defenses were centrally controlled from the FDT 13. Constant patrols of aircraft, necessary but not as numerous as at Salerno, were carried on at night by Beaufighters based on Corsica. The German Air Force managed 60 sorties on D-Day and 70 on the following day. From then on aerial opposition in the skies above the Allied ground forces dropped to almost nothing.

On D-Day men from "Grubstake" and the temporarily formed Ops 4 went ashore. Actually plans called for the landing of Ops 4 on D-Day and Ops 2 as soon thereafter as the situation permitted. Because of changes in the tactical situation and the rapid advance of the ground forces both Ops moved ashore on D-Day and went into operation. They were sited on a hill overlooking the town of St. Tropez and the invasion beaches. There was no opposition to the establishment of the Ops except that offered by a few snipers still in the vicinity. No one was hurt. Wing Headquarters Advance came ashore on Camel Beach near St. Maxime, a small town across an inlet near St. Tropez. On the following day Wing Headquarters Advance moved its bivouac from the beach to an encampment on the estate of a Swiss national near the town of St. Tropez.

An advance unit of the 346th Signal Company Wing landed on D-Day to string wire and install the necessary communications net. The unit bivouaced in the former aviary of a chateau owned by a wealthy French importer from Marseilles. The grounds of the chateau had been devoted to formal gardening before the war and still preserved shades of their former grandeur. The attraction of the chateau and its gardens was enhanced by the importer's daughters whose daytime costume consisted of shorts and halter. Soldiers not used to the brevity of the costume had difficulty adjusting themselves. Some of the men, intent on learning to speak French, promoted friendships with the local mademoiselles.

On the night of D plus 2 the Luftwaffe made its first raid on the beaches and shipping. Enemy aircraft swept low over the beaches to avoid the radar. They dropped anti-personnel bombs and swooped through to the massed shipping in the harbor. One bomb dropped on the "Catoctin" killing and wounding several Navy men. Wing personnel aboard the "Catoctin" suffered no casualties. Operations continued from the slightly damaged ship.

Aboard the FDT 13 a filterer had just placed an arrow on the plotting board and pointed it directly toward the ship. The filterer turned to the Movement Liaison Officer on the controller's balcony behind him.

"What identification shall I give this target?" he asked.

The MLO looked at it. "Make it unknown."

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LST AND BARRAGE BALLOON



ST TROPEZ HARBOR



OPS ROOM ON BOARD HMS CATOCTIN



G.C.I. ON LST



G.O.C. LANDING

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Within the next moment a torpedo exploded near the ship shaking it violently. The MLO struggled into his life belt.

"Better make that target hostile, Sergeant," he said.

Above decks a JU-88 banked sharply to avoid hitting the masts of the LST.

Night raiders caused little damage to shipping and few casualties on shore. Most of the casualties occurred on the beaches where engineers and stevedores were busy unloading ships and where there was little shelter for the large number of men concentrated in one spot. Effective ack-ack fire accounted for some of the raiders, while Beaufighters, outside the ack-ack defense zone, ambushed others on their way home.

The foothold on Southern France was firm. Since the Germans were obviously on the run Army commanders decided to exploit the landings to their fullest extent. Rapid pursuit would force extra hardship on troops and communications, and supplies would be scarce, but it was worth the trouble and danger to keep the enemy off balance.

The German retreat was tortured by a nightmare of fighter-bombers and reconnaissance aircraft. Pre-invasion bombing had isolated the battlefield, cut the corridors of retreat. With the beachhead secured fighter-bombers and Tac/R aircraft ranged against the enemy's broken forces. The war of isolation was so complete that had it been carried further it might have hindered rather than helped the Allies. Only one of the six railroad bridges across the Rhone between Lyon and the sea was serviceable on D-Day. A bridge at Avignon had been hastily repaired and the line was functioning. The main Riviera line into Italy had been broken by bombing and the Mount Cenis line further north had been blocked by sabotage.

Most notable strangle of the retreat took place during the second week of the invasion. A great column of German vehicles of every description was trapped by the ground forces on the main road between Valence and Montelimar. Tactical Reconnaissance aircraft spotted the column which stretched for several miles along the road. As they dove in to shatter the head of the column and cause a road block the Tac/R's sent a hurry-up call for more aircraft. Fighter-bombers already in the air were directed to the target by controllers operating from the XII TAC command post at St. Tropez. In the resultant melee more than 500 German vehicles were torn to bits. Trucks and troop carriers, guns and wagons were so closely packed it was difficult to distinguish individual vehicles in the tangled mass of iron and steel. This destruction was comparable only to that on the highway between Rome and Lake Bracciano shortly after the breakthrough at Cassino. It was an indication of the littered highways of fire and wreckage to follow in the last great blows against the Third Reich. In the reduction of the trapped German columns near Montelimar and Salon the 27th Fighter Group did yeoman service. It was awarded the Presidential Citation.

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The German forces were in a desperate position. Fighter-bombers harried their retreat. If they stopped a wave of fast, hard-hitting tanks and infantrymen engulfed them. German generals captured during the first week expressed amazement at the rapidity of the advance. They admitted that the arrival of reinforcements from west of the Rhone had been delayed until 18 August by the air bombardment and destruction of the bridges south of Pont St. Esprit.

By 19 August Ops 1, now known as "Boxcar", landed in Southern France and was ready to take the field for operations. D/F units had been landed. Men and equipment on the "Ulster Queen" and FDT 13 were brought ashore and assigned to the various Ops. A small detachment of men and officers from Ops 3 camped in the woods near the chateau bivouac of the 346th Signal Company Wing, attaching themselves for rations until their outfit arrived.

"Boxcar" bivouaced for two days in the vicinity of St. Tropez and then moved to Salon en Provence where it operated to cover the forces moving up the Rhone Valley. "Baggage" continued to cover the Riviera.

On 27 August 1944 the Wing staff had several major changes. Col. Nelson P. Jackson replaced Col. William K. McNown as Executive Officer; Maj. Frank S. Swain took over from Lt. Col. Glenn P. Anderson as Wing A-3; Maj. Julius Goldstein became Assistant Senior Controller and was soon to replace Maj. Arthur N. Selby as the Senior Controller.

As the Wing headed northward Col. McNown, Lt. Col. Romerman and Maj. Selby departed for the states where they were assigned to the I Fighter Command.

Chapter 15

RHONE VALLEY

The jeep-borne Forward Control under Lt. Robertson left the First Airborne Task Force at 0900 18 August with orders to contact Task Force Butler. At 1400 hours on the same day the control joined Gen. Butler at his headquarters. The unit retained the callsign "Elite" under which it had operated with the Airborne.

Task Force Butler was composed of miscellaneous elements, mostly swiftly moving armor, recruited on the beaches shortly after the invasion. Its function was to strike forward rapidly to catch and destroy fleeing German columns and to harass the enemy's retreat without allowing him to stop or make a stand. Gen. Butler's force cooperated with the FFI who were seizing and holding roads and towns in the path of the American advance and closing off escape routes to the Germans.

"Elite" was dispatched to give close control for fighter-bomber missions in the event obstacles or strongpoints were encountered which might delay the advance of Butler's forces. The task force ran into little opposition of this nature and never had to request air power. "Elite" proved itself of great value once again by giving the task force headquarters information monitored from the Tac R reports.

"Baseball", last of the Wing's three Ops to arrive, landed in France on 30 August 1944 and bivouaced near St. Tropez. Part of Wing Headquarters and headquarters of the components organizations remained in Italy. They were scheduled to arrive in September as shipping became available. Large vessels could not be used until the capture of Toulon and Marseilles. Smaller craft would have to be used to supply the armies already in France.

The weather of August 1944 was that which had made the Riviera Coast world famous and had brought the rich of many nations to this vacation playground. It was warm without being sticky — cool without being cold. There was no rain and the skies above the coast were blue and cloudless. The towns of St. Tropez and St. Maxime, one a resort for vacationers and the other a fishing village, were exotically pretty

and though both had been damaged by the pre-invasion naval and air bombardment the destruction had not completely effaced their charm.

The hills rose abruptly behind St. Tropez and were heavily forested with sweet smelling pine. Bees buzzed everywhere. It was a problem getting forks and spoons into one's mouth without letting a bee in. Scattered throughout the hills were the summer estates of the wealthy. Pretty little cottages of multi-colored stucco and stone, covered with flowers and blooming vines, dotted the hillsides. It was a refreshing land.

The difference in environment immediately impressed soldiers. Southern France was effervescent – there was life and bubbling vitality in the people – sharp contrast to the death and decay of Italy. The French were clean, smiling and enthusiastic. They were generous with their gifts of wine and cognac. Fine brands which had been hidden for five years during the German occupation were brought out and given to the Americans. The American soldiers had come as liberators and the people were glad to be free.

Fast moving Allied ground forces, lack of German air opposition and different terrain from that in Italy dictated a change in the organization of the Ops. "Baseball" and "Baggage" were completely reorganized. "Baggage", the former "Grubstake" which had carried almost the identical roster all the way from Tunisia, was disbanded and some of the personnel assigned to "Baseball" which was given the title of Ops 2 and the callsign "Baggage". Some of the "Baseball" personnel were left behind to conduct operations in the St. Tropez location until personnel of the Coastal Command arrived to take over.

"Baggage" commanded by Capt. Carl W. Eckhardt left St. Tropez on 2 September for Biol in the Isere valley region, about 25 miles southeast of Lyon. The trek was notable and triumphant.

A convoy of trucks bearing Ops 2 moved through newly liberated land. The people, farmers and small town tradesmen, were dazed with their new-found freedom. After the first bewilderment they became joyous and as the first American convoys roared through the countryside the people stood by the roads and shouted their greeting. They stood and cheered. Some of them cried. Tears streamed down their cheeks but their faces were beaming. The tears came from joy – from gratitude. Old and young lined the sides of the road, men and women, girls and boys, and waved frantically at the Americans. They carried flowers and threw them to the soldiers sitting on the heaped high luggage in the trucks. They gave fruit and eggs, melons and tomatoes, the produce of their farms and gardens.

Soldiers were suspicious when they saw these offerings. In Italy such things had their price. They discovered that the people were trying to give these things to them. Such gifts were small expressions of their gratitude. The real expression was in their eyes, in their faces, in the way they waved and shouted, cheered, laughed, yelled and cried. The people

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brought out champagne, eau de vie, fine wines they had hoarded for years and gave them to the soldiers, holding the bottles at arm's length so the men could grab them as the trucks rumbled by.

The spirits of the soldiers rose. They felt good. For the first time since coming overseas they were seeing the reason for Africa, Sicily and Italy. They could observe the effect of freedom on people who had not been free for a long time. The soldiers had seen Italians welcoming them enthusiastically into captured Italian cities, but somehow it had been enthusiasm with reservation. This was different. This was enthusiasm without restraint.

"Baggage" set up on a green Alpine hillside above the town of Haute Biol. The operations room was put in a hutment and the men erected pyramidal tents for living quarters. As they worked that first night the flash and roar of gunfire to the north indicated that the battle for Lyon was on. The city was freed the following day. Within twenty-four hours of its arrival "Baggage" was in operation. The radars provided early warning and its D/F fixer stations, "Dodger", "Football", "Blackleg" and "Barter" gave navigational aids and homings.

On 25 August 1944 "Elite" finished its assignment with Task Force Butler and was assigned to the 36th Division to relay tactical reconnaissance reports to Division G-3. With the 36th there was little need for close air cooperation since the Germans were not pausing in their flight toward the prepared fortifications in the north.

The reorganization of all the Ops was made official on 4 September. There were now four of them. Ops 1 became Control Center 1 commanded by Maj. Amos F. Riha; Ops 2 became Control Center 2 commanded by Capt. Carl W. Eckhardt; Ops 3 was commanded by Lt. Col. Glenn P. Anderson and Ops 4 by Capt. William H. Davidson. The reformation provided greater elasticity in the movement and handling of the Ops. Two of them, numbers 3 and 4, were to go to different sectors and operate as closely as possible to the front line positions to provide early warning at the front and navigational aid to aircraft operating over the enemy lines. These two Ops were later redesignated Forward Sector Ops 1 and 2 to differentiate them from the two Control Centers which were to operate on a larger scale.

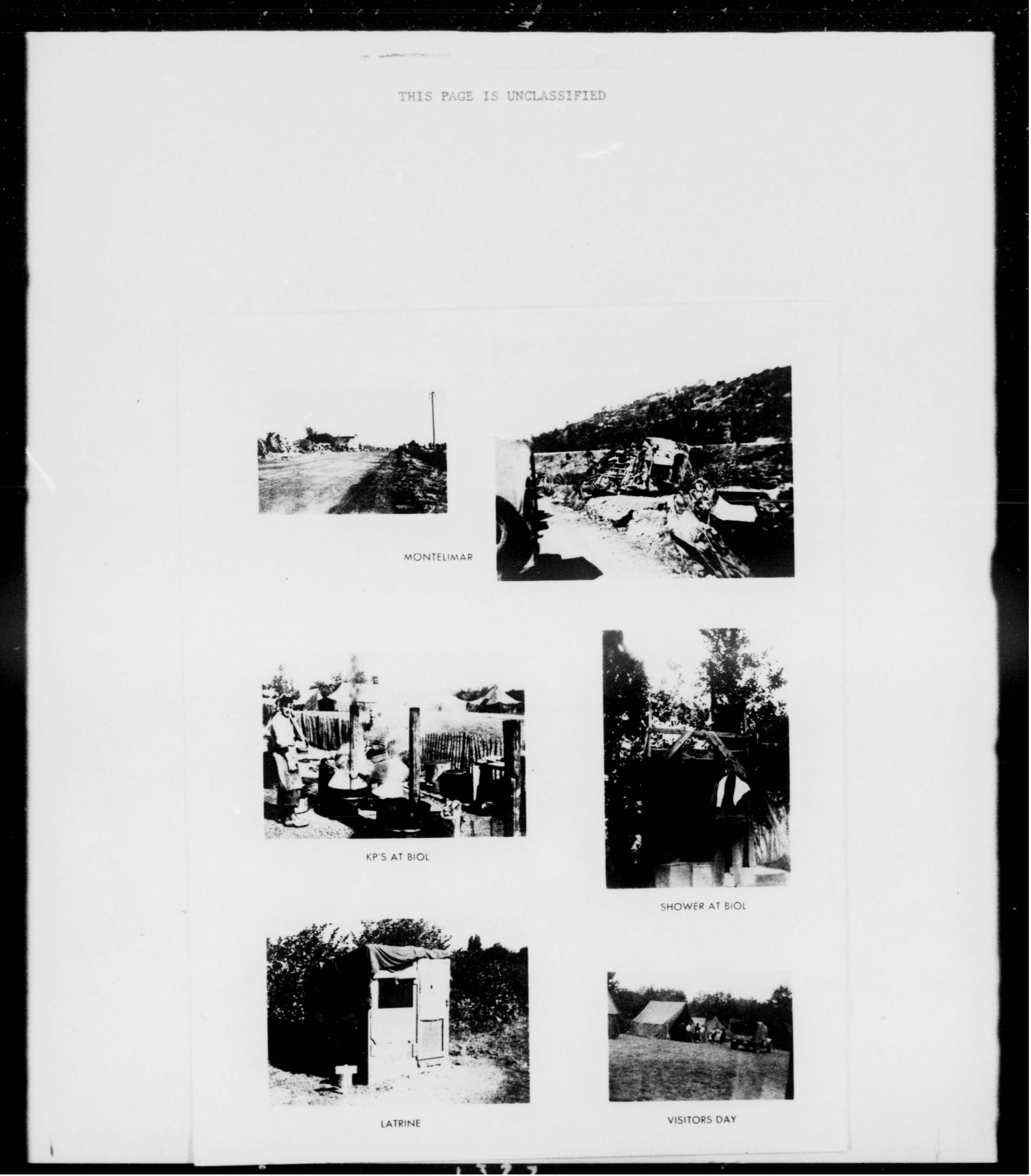
Control Center 1 operated under the callsign "Boxcar" and retained to a large extent the same personnel who had been with "Changer" in Italy. Shortly after "Baggage" went into operation at Biol on 3 September, "Boxcar" moved to Dole. "Elite" finished its assignment with the 36th Division on 3 September and returned to the Wing. The stay was of short duration and before long "Elite", completely reorganized, took to the field again.

Operating with the Wing during the early phase of the French campaign were the 251 Wing (RAF), the 339 Wing (FAF) and the 415th Night Fighter Squadron which had moved to France from Corsica where it had operated during the invasion. The

324 Wing (RAF) had landed in France and worked with the Wing for a short time but was withdrawn from the theater in September. There were other fighter and fighter-bomber groups operating in Southern France but they were under the direct administrative and operational control of XII TAC. On 21 September all of XII TAC's Fighter Groups, the 50th, 324th, 358th and 371st, were put under the direct operational control of the Wing.

Wing Headquarters Advance moved to Biol on 6 September and set up in the same camp occupied by "Baggage". The exhausting pace of the war continued as American forces, aided by FFI and Maquis, liberated city after city in the Rhone Valley. The Wehrmacht was in a rout. German soldiers grabbed anything that would serve them as transportation – automobiles, trucks, wagons, motorcycles, bicycles, wheelbarrows and baby buggies. Fighter aircraft pounced on the retreating columns with bombing and strafing attacks, throwing the enemy into confusion, disrupting morale and causing untold casualties and damage.

On 9 September the situation in Southern France was confused but favorable. Allied forces were moving so fast their supplies were unable to keep pace. It was almost impossible from one day to the next to tell where advance elements were. Resistance when encountered came from hastily constructed strongpoints that were soon leveled or by-passed. Mostly there was little resistance.



MONTELIMAR

KP'S AT BIOL

SHOWER AT BIOL

LATRINE

VISITORS DAY

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PART VII

NORTHERN FRANCE CAMPAIGN

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Chapter 16

CLOSE COOPERATION

The advance command post of XII Tactical Air Command was located at Amberieu, a small French town northeast of Lyon. Here on 10 September 1944 Gen. Barcus, commanding the Wing, met with Gen. Saville, commanding XII Tactical Air Command, and with their staffs they worked out a plan to give greater air cooperation to the ground forces. This meeting brought forth a plan to create forward control units, completely equipped with technical aids and air-ground communications. The idea was a result of evolution. It came from the first pinpoint bombing on the island of Pantelleria, from the air-ground liaison teams established in Sicily, from the rudimentary Forward Controls along the front lines in Italy, from the Forward Control at VI Corps Headquarters on the Anzio beachhead, from the Forward Control which accompanied the 1st Armored Division, from the use of the liaison cub aircraft for spotting targets, and from the jeep-mounted SCR 522 with a controller and two VHF mechanics which landed from a glider in Southern France. All of these lessons had pointed the way. Now forward control teams were to be set up to work directly with the corps and divisions under the Seventh Army.

One of the matters discussed at Amberieu was how to eliminate the lag between the time a mission was requested until the target was bombed. To accomplish this one hundred per cent communications were planned – direct lines, F/M, H/F and VHF radio. In most instances all four methods of communication were used between Wing and Corps Control.

Seventh Army and XII TAC would decide first what proportion of the total air effort was to be assigned to corps. Next it was up to the corps to decide which of the division requests for air cooperation on close targets were the most important and, in consultation with the Senior Controller at corps, which of these were suitable air targets and could most profitably be engaged. Once a decision was reached by the Senior Controller at corps that certain targets could be hit the requests were phoned in on a direct line to

Wing A-3 and were almost automatically approved. Only adverse weather or a higher priority from Army Headquarters would ground or divert the scheduled flight.

Another important change was the flexibility of the control setup. A flight was scheduled to bomb several pillboxes east of Bitche at 0900 21 December 1944. At 0830 the Commanding General of the division requesting the mission, on learning that his division's left flank was catching hell, wanted to know if the flight on its way could be diverted. The answer was yes, a flight could be diverted anytime until "bombs away". No flight on a close cooperation mission bombed or strafed unless controlled by the corps or division controller. The mission was diverted to the enemy strongpoint ten miles west of its pre-briefed target and the enemy attack was broken.

The control resulted in closer liaison between the ground and air forces, and each became more conscious of the other's problems. Pilots learned how the ground forces rallied when aircraft were overhead and fliers tried a little harder to make each bomb and bullet count. Divisions and corps became more air conscious with the result that more telling blows were directed at the enemy. Fighter-bombers flying over the ground troops' heads and hitting the enemy just in front of them meant added confidence to Allied troops and added terror to the enemy.

The addition of radar stations (SCR 584) and fixers (SCR 575) to the forward control facilities meant that flights could be brought over their targets more rapidly and allowed fighter-bombers more flying time to bomb and strafe. The radars added another safety factor in the protection of Allied troops. If the weather suddenly closed in these flights could be diverted to secondary targets, or could be controlled to bomb through the overcast beyond the Bomb Safety Line. The same navigational aids were used to direct the planes toward their home bases.

Before the new forward control plan was put into full scale operation, it was given a thorough testing to check its practicability. On 10 September "Elite" began operations with VI Corps of the Seventh U.S. Army. Two controllers and two enlisted men with a SCR 624 and an alternate set carried in a halftrack composed the original forward control team after the Amberieu meeting. (Later more powerful VHF facilities were installed.) On 15 September the Forward Control and its personnel were augmented by adding an SCR 299 radio with its necessary operators and radio mechanics plus two L-5's with fighter pilots and maintenance personnel. The SCR 299 entered the Tac/R network especially set up to pass information on the Close Cooperation Bomb Line to XII Tactical Air Command A-3 whence it was passed to the Wing. The SCR 299 could also be used to request missions to hit targets in the corps area.

Another Forward Control was assigned to the II French Corps of the First French Army. These two units were the laboratory cases, and upon their success or failure depended the future of forward control.

As the ground forces pressed forward and the corps headquarters moved to keep up with the advance so did the Corps Forward Controls. At corps headquarters the Forward Control was known as the Air Operations Room and was set up adjacent to the office of the G-3 (Air). In the Air Operations Room was a simple plotting table which folded up in book form and contained a 1:100,000 map of the corps and adjacent areas. The Close Cooperation Bomb Line and the Bomb Safety Line were kept on this map. The same scale map of the area was carried by flight leaders of the missions sent to work in close cooperation with the corps. Another map with a scale of 1:25,000 was kept on the wall in the Air Operations Room. This allowed the corps forward controller to pinpoint targets on the Army grid in six figure coordinates. The entire system added more offensive power to the ground forces.

A battalion of infantry has been designated to eliminate a nest of pillboxes. If they are not eliminated the entire offensive may be jeopardized. They must be taken. The commanding officer of the infantry battalion knows heavy casualties will result from a direct assault by ground troops. He calls for artillery fire. Artillery shells crash into the pillbox area but the pillboxes are stoutly constructed and the artillery doesn't damage them. They remain, and the men in them remain behind their machineguns, waiting for the infantry advance to follow the artillery barrage. The battalion commander knows that the cross fire from these machineguns will be murderous. He knows too that the longer his men are held up here the more chance Germans on other parts of the line will have to build new defenses and reinforce old ones.

In the days before close cooperation this battalion commander would have waited until artillery had softened up the strongpoint as much as possible and then sent his assault teams in to clean out the pillboxes. The mission of those assault troops would have been extremely difficult and exceedingly dangerous.

With the advent of close air cooperation missions guided by close control the battalion commander has another weapon at his disposal should the artillery fire be insufficient to reduce the pillbox. On his field map he pinpoints the enemy position in six figure grid coordinates. He puts in a call to his regimental commander.

"This is 'Purple Violet Advance'. Request air mission to hit pillboxes at Q-581456."

From here the request goes to division headquarters, then to corps headquarters where it is turned over to the Corps G-3 (Air). He consults the corps forward controller on the advisability of hitting the target with fighter-bombers.

"It's about three hundred yards ahead of our troops," he says. "Artillery can't knock it out – heavy pillboxes loaded with MG's. Can we get a mission?"

The corps forward controller notes the grid coordinate.

"I think we can help you," he says.

Quickly he checks and discovers that "Hepburn" flight of the 50th Fighter Group is due in his area within the next five minutes. He picks up his VHF microphone.

"Hello 'Hepburn Leader' this is Halfbake. Over."

The earphone crackles. "Hello, Halfbake, this is Hepburn Leader, do you have a target? Over."

"Hello, Hepburn Leader, this is Halfbake. Pillboxes at Q-581456 – three hundred yards ahead of ground troops. Over."

"Roger, Halfbake, we're on our way."

Knowing that it will take "Hepburn" flight several minutes to reach the pillbox pinpoint, the corps forward controller contacts artillery, tells them to stand by. He may want two white phosphorous smoke shells fired on the pinpoint at Q-581456.

Meanwhile an SCR 602 radar has picked up the "Hepburn" flight and is following it on the radar scope where the readers pass plots to the Corps Forward Control. The corps forward controller follows "Hepburn" on his table map where it is being plotted in grease pencil. To be sure he is following the right flight even though the "Hepburn" flight may be the only aircraft in the vicinity the controller asks the flight leader to transmit for a fix and checks the bearing against the radar reports. By this time the SCR 584 has singled out the "Hepburn" flight and is following it. Maintaining a constant position check the corps forward controller knows where the "Hepburn" flight is at all times. To place the flight over the pillboxes at Q-581456 the controller gives the "Hepburn" flight leader several vectors (bearings which the flight is to follow). When the flight is over the pillbox position the controller calls the flight leader.

"Hello, Hepburn Leader, this is Halfbake. Can you see the target? Over."

"Hello, Halfbake, this is Hepburn Leader. I cannot make it out. Over."

"Hello, Hepburn Leader, this is Halfbake. Orbit in that area. Over."

Once again the corps forward controller calls the artillery, asks them to fire two white phosphorous shells onto Q-581456. Then he picks up his VHF microphone and contacts the "Hepburn" flight.

"Hello, Hepburn Leader, this is Halfbake. Stand by for two smoke shells on the target. Over."

After the shells are away the controller announces their color: "White phosphorous". In a moment the return message sounds in his ear.

"Roger, Halfbake. Can see target. We're going to attack."

After planning the angle and bearing of dive in relation to enemy ack-ack defenses, the Allied front lines, and the least protected side of the strongpoint the "Hepburn" flight leader and his flight go into their dive. One by one the Thunderbolts come down at the pillboxes. One by one heavy general purpose bombs hurtle into the defenses, smash into the top of one pillbox, land beside the others. The Thunderbolts climb up again. When the last plane has

finished its bomb attack the flight peels off again, goes in strafing. They go in despite intense flak in the area, go in with their machineguns clattering, pull out again and climb out of the ack-ack cone of fire.

The infantry battalion commander gives the word. His assault teams move in. They receive no fire from the pillboxes. They find dead Germans in the remains of one pillbox, the one which had suffered a direct hit. In the others are dazed, numb, speechless Germans. They are rounded up and sent to the rear. The strongpoint is eliminated.

The spirit of teamwork which gave birth to the idea of close cooperation was shared by the ground forces. That they admired and appreciated the part of the air forces in the joint efforts has been repeatedly evidenced by numerous letters from corps, division and regimental commanders, letters such as this:

HQ 157th INFANTRY (RIFLE)
FORTY-FIFTH INFANTRY DIVISION
APO 45, US ARMY

2 April 1945

SUBJECT: Commendation.

TO: Commanding General, 64th Fighter Wing, APO 374.

1. I wish to extend my gratitude to the officers and enlisted men of your command for the splendid cooperation they have given this regiment throughout its attack upon the heavily defended city of Achaffenburg, Germany, during the period from 29 March 1945 to 2 April 1945. The extremely close air support furnished this organization by elements of the 64th Fighter Wing not only inflicted inestimable losses upon the enemy but undoubtedly saved the lives of many officers and enlisted men of the 157th Infantry as well.

2. May I, for the personnel of this regiment, wish your command the utmost of success in its future undertakings.

(s) Walter P. O'Brien
WALTER P. O'BRIEN,
Colonel, Infantry
Commanding.

In addition to smoke shells fired to pinpoint the close air cooperation targets corps forward controllers used L-5 cubs, called "Horseflies", to spot targets. Fast flying fighter-bombers were rendezvoused with the slower flying cubs which pointed out targets to the fighter-bombers. When visibility was good corps forward controllers used the combined efforts of the SCR 584 radar and the SCR 575 fixers to vector the fighter-bombers over targets. In many instances the fighter-bomber pilots could spot the targets themselves. When visibility was poor with ground haze or clouds enveloping the targets the SCR 584 assumed complete control of the fighter-bombers vectoring them and directing the release of bombs.

The corps forward controller had to know the position of all missions he was controlling. To give him this information he had the SCR 602 radar, SCR 584 radar, SCR 575 fixer and the reports from flight leaders of the missions.

When the Germans learned that smoke shells were being used to mark targets they began to fire counter smoke shells on positions behind the Allied lines. Fighter-bomber pilots stared in consternation when they saw smoke rise from two different points some distance apart. To render German counter-fire ineffective it became necessary to use different colored smokes. This worked well during the winter when there was snow on the ground to provide a white background but against ordinary earth colors, red, green and black smoke didn't show up. White phosphorous shells were superior. To use them effectively corps forward controllers waited until the last minute, made sure that the fighter-bombers had a position over the target, then called for smoke. At the signal from artillery liaison the controller broadcast: "In fifteen seconds two white phosphorous shells will mark the target – ten .... five, four, three, two, on target!" This gave the Germans neither the opportunity nor the time to fire counter smoke shells.

On occasions targets were called in by speedy P-51 Tactical Reconnaissance aircraft. Corps forward controllers could effect a rendezvous between the Tac/R aircraft and the fighter-bombers. This was not always done by the corps forward controllers. In most cases such a rendezvous was arranged by controllers with the Forward Ops or Control Centers. If the fighter-bomber pilots had difficulty discerning targets found by Tac/R aircraft, the Tac/R's zoomed in first, pointing out the target by strafing it.

To work forward control effectively the controller had to be constantly cognizant of Allied front line positions even during the most rapid advances. Close liaison with the ground forces provided this information in all but the speediest of armored thrusts. Situated with the corps headquarters the corps forward controller had up to the minute information on advance elements. This information passed to the Corps G-3 (Air) and was used to establish the Close Cooperation Bomb Line.

In Sicily the Bomb Safety Line had first come into extensive use and was used

thereafter throughout all of the campaigns. The Bomb Safety Line was set up from information received from Army and was seldom changed more than once in a twenty-four hour period. The channels through which the Bomb Safety Line traveled before it reached the Wing were lengthy. There was a resultant time lag necessitating establishment of the Bomb Safety Line five to ten miles ahead of the leading elements. Such a procedure allowed the enemy much leeway. He had a five to ten mile wide zone which was safe from bombing or strafing. He put this zone to good use moving troops and supplies on roads running parallel to the front. With the exception of special instances front line strongpoints and gun emplacements were preserved from aerial attack. The enemy realized most of this zone could be reached by artillery, and figuring where he would receive the heaviest artillery fire, governed his movements accordingly.

Special Bomb Lines had on occasions been used to allow Allied aircraft to strike at this free zone. The tobacco factory at Salerno was an example of this. But Special Bomb Lines were of no value on any but a static front and then only after elaborate precautions had been taken. These Special Bomb Lines were forerunners of the Close Cooperation Bomb Line.

Forward Controls were designed to move with the ground forces even during the fastest offensives. Close cooperation meant hitting targets on the enemy front lines sometimes as close as 200 yards in front of Allied ground troops. It was plainly necessary that some sort of dividing line be set up which would work fluidly and could be used during advances, withdrawals or on a static front.

The Close Cooperation Line was devised. As news of advances was phoned from divisions to corps, the Corps G-3 (Air) made up the Close Cooperation Line and turned this information over to the corps forward controller who made the necessary changes on his plotting table map. It was the responsibility of the corps forward controller to see that fighter-bomber missions were performed ahead of the Close Cooperation Line which was drawn in no man's land between Allied advance elements and the enemy front lines. Sometimes the Close Cooperation Line was changed as many as ten times in one day, depending upon the speed of the advance. Little time lag was caused by transmittal to the controller and was taken into account before the line was drawn.

When movement was swift and armored prongs were stabbing deeply into enemy territory the Army itself sometimes didn't know the positions of its advance units. In such cases the corps forward controller was benefited by another device used to safeguard Allied troops. Panels were placed on Allied tanks, armored cars, trucks and other vehicles in front line areas. These panels, made in a bright color, were fastened on the vehicles so as to be easily distinguishable from the air.

The use of panels served a twofold purpose. Allied advance elements could be recognized from the air, which prevented their being strafed and bombed. Tac/R and

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fighter-bomber aircraft could radio back telling the corps forward controller the positions of the advance elements. This information, in turn, could be passed to corps and Army letting them know where their leading elements were.

Once perfected, Forward Controls were placed with all of the corps and divisions operating with the Seventh Army. The Division Forward Control was merely a smaller edition of the Corps Forward Control. It had to be highly mobile since division headquarters was more mobile than corps headquarters. The equipment of a Division Forward Control consisted of a vehicle to transport the personnel, one or two ANVRC-1 jeeps containing an SCR 522 for ground to air communications, and an SCR 193 for radio communication to the Corps Forward Control in case landline facilities failed, or for some reason were not available. The same type of map was used by the division forward controller as by the corps forward controller with the exception that the division forward controller's map was on a portable map board. This permitted him to use the map from a forward observation post on the rare occasions when visual observation of targets was obtainable.

One or two pilot controllers accompanied the Division Forward Control. With them were two VHF and two HF mechanics. In the case of armored divisions the setup was slightly different. Usually there was one controller for each combat command of the division and instead of a jeep the controller rode in a tank or armored halftrack equipped with an SCR 522 for air to ground communications. The armored division forward controller remained near the head of the column during the speediest armored advances.

At all divisions Forward Controls were in constant touch with the Corps Forward Controls since all of the missions were assigned to the Corps Forward Control after they were filtered by the Corps G-3 (Air).

The whole system of forward control was extremely elastic and mobile. During the later campaigns in Northern France and Germany fighter-bomber missions were kept in the air without previous knowledge of the mission they were going to perform and not knowing with which Forward Control they were going to work. Pilots were always pre-briefed on a secondary mission in case no requests came from corps or divisions.

After a fighter-bomber mission took off the flight leader checked in with the Main Control Center. The controller radioed him an assignment with one of the corps and vectored him to the vicinity of the Corps Forward Control. In the Corps Forward Control area the flight leader checked in with the corps controller and was either directed on a mission of close air cooperation or was turned over to a division forward controller.

When the forward control system first started Gen. Barcus called on all organizations in the Wing to select personnel for the first Forward Controls as there was

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no Table of Organization for such controls. This condition existed throughout the rest of the European War. As the number of Forward Controls was increased so were the problems of personnel and equipment. The problems were somehow overcome and the Forward Controls were kept fully operational with both men and equipment. At one time there were teams with four corps and 18 divisions.

Initially the most experienced and informed controllers were put into the field with the Forward Controls. It was important that the system be thoroughly proven to the satisfaction of the ground forces. Maj. Julius Goldstein, Capt. William H. Davidson, Capt. Herbert Scheftel, Capt. John Gilbert and Lt. Roy G. Robertson were among the first controllers sent out.

That the forward control system proved its worth will be seen in later chapters. The most skeptical ground commanders became enthusiastic about close air cooperation and treated the personnel of the controls as part of their command, no longer thinking of them as separate entities belonging to the Air Corps.

The inauguration of close control for air cooperation missions completed the cycle of the Wing's evolution during the war in Europe. In Africa the Wing was almost exclusively a defensive organization specializing in early warning, interception of enemy aircraft and navigational aid to friendly aircraft. Over Pantelleria the Wing had conducted the first pinpoint bombing by fighter-bombers, had continued the procedure in Sicily, but remained essentially a defensive organization. In Italy further progress was made in the field of close control and some of the methods and procedures used with the Forward Controls were discovered and developed.

In France, after the meeting at Amberieu, the great change came. It was revolutionary in its importance. Under the new Wing staff all of the lessons learned in previous campaigns plus the injection of new perspective and new ideas were combined to develop the efficient forward control system. The Wing was no longer primarily a defensive organization. Offensive control of fighter-bombers became the primary mission. Fighter-bombers properly controlled could break the enemy, destroy his men and equipment, smash his troop concentrations and supply points, hit his motor transport, his rail transport, bomb out his strongpoints, shatter his morale and cut a path for the Allied ground forces.

The Wing continued to save pilots' lives through navigational aid as its secondary mission and retained its defensive early warning mission in a tertiary capacity. The final development of the close control system had given the Wing's axe its sharpest edge, an offensive blade which cut deep into the malignant German growth.

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Chapter 17

FIGHT IN THE NORTH

At Biol the personnel of Control Center 2 settled down to an almost peaceful existence. In this pleasant Alpine atmosphere the war seemed remote and the men realized its presence only because of continual operations.

The countryside was lush and grass covered, scattered with green forests growing on the sloping hills and in the little gulleys and miniature valleys where streams ran trickling. Well kept dairy herds tended by young peasant boys and girls grazed on the bright meadows and hillsides. Dotting the greenness were simple farmhouses, clay constructed and rustic.

It was a country inhabited by warm and friendly people. When the Control Center personnel first began to set up camp on the hillside over Haute Biol the peasants gathered and watched them putting up the pyramidals, operations hutment and office tents. The farmers presented the grateful soldiers with live chickens and ducks, eggs, tomatoes, potatoes and the supercharged eau de vie known variously as schnaps, mir-abel or calvados. These people were friendly with a sincere friendliness, pleased and eager to share with the American soldiers.

In the villages dancing and parties were arranged to honor the liberators and the liberators responded with a party of their own given in the village of Bas Biol. Towns-people and farmers from miles around came and danced and sang.

In the beginning food was mostly ten-in-one rations, for supply lines were strained to keep the forces moving. The soldiers did not lack for enough fresh food as the farmers kept them amply supplied. Evening snacks of fried potatoes and eggs were commonplace in most of the tents. As the men made friends amongst the farmers and villagers they were invited to peasant cottages and town homes for good country meals.

Liquors and wines were abundant. The Germans had not scoured this part of France as thoroughly as other sectors. There was cognac, red wine, white wine, eau

FFI ON PARADE - LYON

CHURCH ON MT. ROLAND

WING HEADQUARTERS AT DOLE

"CHOWLINE" CHATEAU AT CUBRY

WING BIVOUAC AREA - DOLE

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de vie and other liquors and wines of varying potency. There was also beer, enough beer to keep the enlisted men's and officers' clubs supplied.

After the liberation of Lyon passes were available to this first city of the Rhone Valley. Men went there and visited the historic points of interest in the lovely city, discovered the sidewalk cafes and danced in cabarets not yet closed by official decree. Passes to the nearer town of Bourgoin were also procured.

The Seventh Army's advance had far outdistanced the Wing's airfields. The problem of navigational aid became increasingly important since the fighter-bombers and Tac R aircraft had to fly long distances to continue striking at the retreating Germans. The weather was getting worse making flying more hazardous.

A plan was instituted and followed for the rest of the European War that the Control Centers would leap-frog each other and Wing Headquarters would stay with whichever one was the core of operations. Movement was speedier under this plan. One Control Center would move forward while Wing Headquarters operated from the other Control Center. This plan didn't include the two Forward Sector Ops, one of which was assigned to work with each Control Center but nearer the front lines. Forward Sector Ops 1 operated with Control Center 2 and Forward Sector Ops 2 with Control Center 1. These Forward Ops were relay stations in the navigational aid chain and provided early warning for front line troops.

Wing Headquarters was generally at the Control Center nearer the airfields from which the fighter groups flew. This Control Center acted as the focal control point for all fighter-bombers going to and coming from missions over enemy territory.

During the first days of Control Center 2's stay at Biol it acted as the Main Control Center, since the operational portion of Wing Headquarters was with it. The rapid advance of the Allied Armies up the Rhone Valley soon outdistanced the effective coverage of "Baggage", and "Boxcar" leap-frogged to Dole, France where Wing Headquarters joined it on 19 September.

Dole, birthplace of the great French scientist, Louis Pasteur, was another quaint city located on the Rhone-Rhine canal north of Lyon. In this town the American soldiers found the same pleasant people they had seen everywhere in Southern France. The Control Center and Wing Headquarters were in buildings but officers and men lived in tents. The rainy season had begun and mud soon made tent life difficult. Men literally sank to their knees walking in the tent areas and it was impossible to keep the thick, gooey mud off clothing and equipment. The tent floors were mud, the latrines were mud, everything in the tent area was mud. Men cursed the mud and joked about the mud. All of the old saws about "Sunny France" were pulled out of last war's jokebooks and refurbished for the current war.

But these were field conditions and the men had lived in less pleasant places. There

were compensations, gaiety and relaxation to be found in the city of Dole, and enlisted men's and officers' clubs offered a variety of entertainments.

While "Boxcar" was at Dole it assisted in one of the most dramatic interceptions ever made by the Wing. Beginning about 21 September 1944 both Control Centers daily reported an unknown track traveling from the direction of Stuttgart toward the Spanish border between 2100 and 2200 hours. A similar track, going in the opposite direction, appeared each morning between 0330 and 0430 hours. Gen. Barcus believed these tracks to be hostile and directed Maj. Julius Goldstein, Wing Senior Controller, Capt. George Schiff, Radar Officer, and Capt. Harold F. Augspurger, Commanding Officer of the 415th Night Fighter Squadron, to make an interception on them. Together with their staffs they devised a method of intercept control which would not require radio transmission by the intercepting Beaufighter but would give all information necessary for making contact with the bogie. Radio silence by the aircraft was necessary so that it might escape detection by the enemy plane and by the usually efficient German "Y" service.

The mission, originally scheduled for 26 September, was prevented by bad weather and the flight was laid on for the next night. At 2000 hours on the 27th a Beaufighter piloted by Capt. Augspurger with 2nd Lt. Austin G. Petry as observer was airborne. Jerry was not long in appearing. The Delaware GCI station picked him up at 2007 and within two minutes the track was identified as hostile. At 2010 the interception began and at 2031 with "Eureka! It's a Jerry" the pilot announced the successful contact. The FW-200 transport went down in a huge ball of fire, hit the ground and exploded violently. Officers of the Wing drove immediately to the scene of the crash and recovered from the wreckage documents and material of great value.

In the interception all who participated worked with a perfection rarely achieved in night fighter control. The planning by Maj. Goldstein, Capt. Schiff and Capt. Augspurger had been so complete that the system operated flawlessly. The GCI controller, 1st Lt. Alpheus L. Withers of the 328th Fighter Control Squadron, handled his job with rare coolness and skill; the crews of the Delaware and Indiana radar stations were continually alert passing accurate information to the Control Center; and the Beaufighter was superbly handled by Capt. Augspurger and Lt. Petry. The interception was a particularly valuable and significant Allied victory because it frustrated the enemy's attempt to use in Spain one of his last remaining sources of intelligence of the outside world. After 27 September the Germans rarely attempted to send transports on the Spanish run and then only during the poorest flying weather.

Forward Sector Ops 2 "Chowline" commanded by Capt. William H. Davidson was sent out from Dole on 23 September 1944 to a site near Bournois in the sector controlled by the First French Army. The Ops was in operation the following day.

The Wing was controlling aircraft of the embryonic First French Air Force and it was necessary to provide early warning and navigational aid in the French sector as well as the American.

"Chowline's" first camp was set up on a wooded hill a short distance behind the front lines. Occasional German artillery shells plopped into the area. The enemy didn't seem to be directing the fire against the Ops and no damage resulted from the shell-fire.

The camp, a group of tents around the Ops block, was a miserable affair. The late September rains soaked the ground making a thick mud. The countryside was similar to most of the terrain in Southern France, rich and green, and had it not been for the rains would have been pleasant.

During the early morning hours of 30 September the Forward Ops 2 controller received a call from Control Center 1 at Dole.

"There's a Beau after a bogie headed your way."

The "Chowline" controller phoned the GCI controller at Virginia, one of the 593rd SAW Battalion's SCR 527 radar units.

"Have you picked up two a/c coming our way from the southwest?"

Well trained scope operators on the unit were at that moment taking note of two aircraft echoes, one behind the other, which had just appeared on the radar scope. The GCI controller broadcast over VHF to the Beau.

"You're four miles behind the bogie, same angels."

The fleeting answer came back. "Roger, contact."

The GCI controller smiled. "He's got contact with the bogie."

A few moments later the sleeping men in "Chowline's" camp were awakened by the distinctive drone of a Jerry aircraft overhead. Then the staccato chatter of machine-guns and cannons blasted briefly, so close that some men believed they were being strafed. A burst of flame above them illuminated the night. The flame circled, made a complete orbit of the camp, and then with a deafening roar crashed several hundred yards away. The first men to reach the scene of the crash approached carefully, guns ready. There was no need. In the sizzling wreckage of a Heinkel 111 there was no life. The Luftwaffe had lost one more plane and three more men.

The rains continued making the Ops 2 camp area a quagmire. Heavy fighting was in progress along the front and several German night patrols came as close as two kilometers to the Ops. With the situation so unfavorable for effective operations "Chowline" moved to a large French chateau near the village of Cubry. The move was made on 8 October, the Ops shutting down at 0700 and becoming operational again at 1830.

By the 1st of October all of the Wing units had landed in Southern France. In

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scattered bivouac areas near St. Tropez and St. Maxime they set up their headquarters and camps. The 582nd SAW Battalion took over a resort hotel near St. Maxime overlooking the rocky shores and azure waters of a small inlet. Headquarters of the 328th and 82nd Fighter Control Squadrons moved into some vacant homes, former villas of the rich, near St. Tropez. The 593rd SAW Battalion Headquarters moved into a bivouac area near St. Tropez and shortly after set up in a chateau by the sea at St. Maxime. Wing Headquarters Rear remained encamped at St. Tropez.

On the Riviera coast these headquarters men performed their administrative functions under ideal living conditions. Despite the approach of fall the weather remained warm, tempered by the refreshing sea zephyrs sweeping along the shore. As soon as the beaches were cleared of mines sandy swimming spots were available. The terrible debris of war remained to detract from the scenic beauty. Men could see the results of the pre-invasion bombings of the coast. Great defense guns lay twisted and inert in the middle of a group of bomb craters. Concrete emplacements had been torn apart and the guns within them knocked out of shape by direct bomb hits. Stretches of earth where the defenses had been toughest were torn and scarred by bomb craters, pock marks on the face of the land.

Forward Sector Ops 1 with the callsign "Baby" was organized at Dole by 8 October and moved into the field on the following day. The first billet of the Ops was in Xertigny, a village northeast of Dijon. During peaceful days Xertigny's inhabitants specialized in the manufacture of cheese, other dairy products and beer. The country was essentially dairy land and the fromage from Xertigny was world famed. Beer lovers with Ops 1 found a dream situation, for the Ops personnel were billeted in a brewery. Kegs stood all about. White-foamed French beer flowed. The Ops and its personnel became operational.

On 28 October fighter-bomber pilots of the 371st Fighter Group loaded their aircraft with food, medical supplies and ammunition. The 1st Battalion of the 141st Infantry Regiment of the 36th Infantry Division was trapped in the vicinity of St. Die. Germans had thrown up a strong roadblock cutting the battalion from the rest of the regiment. For three days the trapped foot soldiers existed on what rations they had available. Radio requests were sent for food and medical supplies.

Division headquarters contacted its artillery and had them fire chocolate bars in propaganda leaflet shells. Chocolate bars were not enough. The corps forward controller was contacted, told of the situation, asked if fighter-bombers could make a food drop in the area.

It was a foggy day. A ground haze and low clouds enveloped the countryside, draped a blanket of cold around the doughboys trapped near St. Die. It was a poor day for flying, especially for the type of accurate bombing required if the food and

medicine were to be dropped on the correct pinpoint. Fighter-bombers rolled down the runway, gathered speed, hurtled into the air and flew swiftly to the vicinity of Xertigny. They checked in on VHF with the Forward Sector Ops 1 controller, Capt. Lee Jordan.

The instructions were brief. Because of the overcast the first drop would be made by radar assisted by an L-5 cub and D/F fixes from the Ops. The controller on Alabama, the SCR 584 working with the Ops, directed the aircraft on the first attempt. As the pilots flew on their target run they noticed that the visibility seemed slightly improved. The instructions from the radar controller came over VHF and the flight leader called back corroborative descriptions of the terrain passing beneath him. At the precise moment according to his calculations, the controller gave the signal, "Bombs away". Food and medicine parachuted to the earth below. From his plane the flight leader called for another flight in case the first drop had not been successful.

A radio report came from the cut-off battalion. The food and medical supplies had landed 400 yards away. They could pick up the supplies during the night but not during the daytime, not with the enemy watching their every move.

A second mercy mission was dispatched. This time the visibility was very poor. The mission was directed by the SCR 584 radar with no outside assistance. A slight wind had sprung up. The controller carefully ticked off the miles as the aircraft made their run. He feverishly watched his radar scope and board. Once again he gave the signal, "Bombs away". Wind intervened for the enemy. The supplies were carried too far away from the surrounded battalion to be picked up under any conditions.

A third mission took off with the same flight leader who had led the first. The weather was favorable, visibility better than before. The haze and clouds had cleared so the pilots could see the ground below. Put on his target run the flight leader was able to make the final drop visually. Food and medicine parachuted to the hungry men below. A 36th Division radio unit picked up a walkie-talkie report from the trapped battalion.

"Thank our pals in the Air Corps. We eat for the first time in three days."

On the following day the Japanese-American 442nd Combat Team fought its way through to the beleaguered battalion. The incident at St. Die was over.



PART VIII

RHINELAND CAMPAIGN

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Chapter 18

DEPLOYMENT FOR WINTER

The rush of the Seventh Army up the valley of the Rhone was slowed as the forces pulled in on the right flank of the Third Army whose armor-led dash across France had ended shortly after the fall of Nancy on 24 September. The supply lines had been drawn taut by both armies. Only a thin trickle of gasoline, food and ammunition reached the advance elements. Every available truck and aircraft and all the trains that could be run over the hastily repaired tracks and bridges were struggling to get the supplies through. But not enough were arriving at the front to feed the voracious machines of war. The time had come to pause — to take a breather — before beginning the final plunge that would strike into the heartland of Germany.

So crucial was the supply situation that medium and heavy bombers were diverted to carry supplies to the front. On occasions bomb groups had to ferry in the bombs they would carry on missions the following day. Fighter-bombers supporting the Seventh Army and First French Army were valueless in carrying supplies. A burden fell on them to carry on the war of interdiction — the air war that would isolate the enemy's front lines. They flew practically all missions designed to knock out the enemy supply columns, to scourge motor transport and railroad lines.

Operations were intensive. The Allied armies paused and entered a war of attrition, a static war. Aircraft and pilots could not rest — the enemy would take advantage of every breather to reform his forces, to increase his fortifications, to attempt counter-attacks costly to Allied troops.

It was up to the air forces to reduce the enemy's activity to a minimum. He had to be pounded and pounded again. He had to learn the fear that comes from constant explosion of heavy bombs and thousands of grenade-like anti-personnel bombs filling the air with murderous shrapnel. He had to know the drop in morale caused by constant harrassment and no chance to rest. He had to be taught the nervousness that causes men to gaze skyward automatically, to hear aircraft motors when there are no

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aircraft and to turn pale and thin from fatigue. Fighter-bombers could teach him to fear.

The enemy had a word for fighter-bombers. To him they were "Jabos". At first it had been just another word to describe something — to give something a name. But now it took on a new meaning. It was a word associated with terror. Before very long it was to become a word synonymous with terror.

In Eastern France two Forward Sector Ops and two Control Centers were functioning. Scattered about in field locations, some near the front and others farther back, were the radar and D/F units, each a separate camp, each reporting to one of the Control Centers or to one of the Sector Ops. Forward Controls — "Elite" with the VI Corps and later "Adkin" with the XV Corps and "Kosher" with the II French — moved along with the corps and divisions of the Seventh U.S. and First French Armies.

Fighter groups operating under the control of the Wing were equipped with P-47 Thunderbolts. The big fighter aircraft had originally been designed for high altitude fighting and long range escort to meet the threat of the Luftwaffe attempting to intercept heavy bomber raids over Germany. In Italy P-47's with the Wing had first been used as fighter-bombers. They were rugged, well constructed and capable of carrying the heaviest bomb loads of any fighter aircraft. They were powerful, fast, packed a terrific wallop in their eight guns, and were maneuverable enough to engage any plane the Luftwaffe could send against them. Although invariably used for bombing and strafing they were always eager to seek out and destroy Jerry planes. Their radial engines could absorb terrific punishment from flak and still bring the plane and pilot home.

During September and the early part of October 1944 the Wing was deployed to operate over the Seventh Army and First French Army fronts. Control Center 1 was in Dole and functioned as the Main Ops with Wing Headquarters. Control Center 2 remained on the mountainside at Biol in Isere. Forward Sector Ops 1 was in Xertigny, and Forward Sector Ops 2 was operating from a French chateau at Cubry in the French First Army sector. The weather was bad but Allied aircraft had to keep flying in all but the very worst conditions.

Once again the flying fields dropped behind the battlefront. Pilots had to fly long distances to reach the enemy and belly and wing tanks became the rule rather than the exception. Increasingly heavy demands for navigational aid were made upon the Sector Ops and Control Centers. These demands were met so competently that pilots often were able to reach their home bases with the barest minimum of gasoline.

Operation over such great distances was not efficient and it was decided to move Wing installations and airdromes to the flat country around Nancy. On 26 September a party went north to pick a site for a Control Center and Wing Headquarters in Nancy

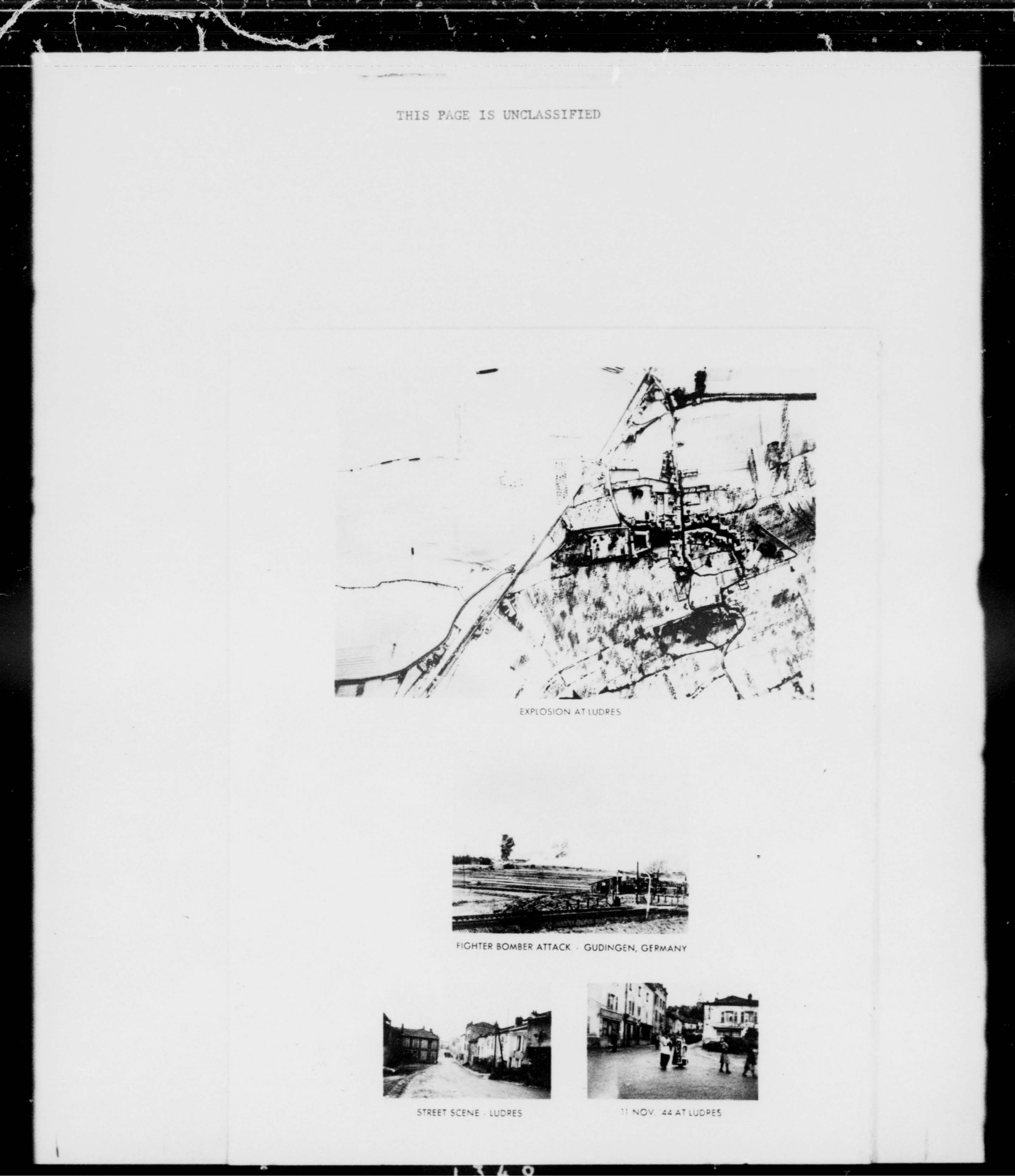
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only to be given the cold shoulder by Third Army units then in control of the city. Ludres, a small town near Nancy, was selected instead and on 11 October Control Center 2 at Biol prepared to move.

Regretfully plotters and operations room personnel disassembled the portable information center equipment and loaded it onto trucks. Through the countryside peasants who had been the soldiers' friends heard the news and came to watch the men leave. The stay had been pleasant but the time had come to leave, to move northward once again toward Germany.

Early on the following morning the pyramidal tents were pulled down, personal equipment was loaded onto trucks and the men piled in on top. The convoy was under way. One by one the big trucks rolled through the little village of Haute Biol where the villagers stood and waved goodbye. All day the men traveled and late in the evening pulled into Dole where they bivouaced for the night. Another long trip the following day brought the convoy to Ludres. By noon of the 14th "Baggage" was in full scale operation again.

Along the nearby front big guns vomited steel. Third Army artillery was dueling with the enemy while the Army regrouped for a new move. Control Center 2 was within the jurisdictional bounds of the Third Army, although the Wing and its Control Centers furnished air cooperation to the Seventh Army. Overhead, ack-ack fire exploded and crackled. Even a V-1 buzz bomb, many of which were aimed at the nearby city of Metz, landed within two miles of the Control Center. German reconnaissance aircraft scurried through the night skies. To the men of Control Center 2 the transition was abrupt — from the peaceful operations at Biol to the nearness of battle at Ludres where the physical manifestations of the war could be seen and heard once again.



EXPLOSION AT LUDRES

FIGHTER BOMBER ATTACK - GUDINGEN, GERMANY

STREET SCENE - LUDRES

11 NOV. 44 AT LUDRES

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Chapter 19

LIMBO

Wing Headquarters moved to Ludres on 4 November and "Baggage" became the main Control Center. Both Wing Headquarters and the Control Center occupied a baronness' chateau on a hill above the town. It was built about 1630 and was in poor condition but was the only suitable building in town.

The Wing was billeted in Ludres itself. The village school served as a barracks for enlisted personnel while various apartments and rooms throughout the town were divided among the officers. Control Center enlisted men, who at first lived in a large barn-like sheet metal structure, found that the cold weather and biting winds made their barracks too cold and most of them moved into winterized pyramidal and squad tents. Stoves abandoned by the Germans provided heat as long as wood and coal were available.

The airfields were scattered near Nancy in the small towns and cities of Ochey, Luneville, Toul and Tantonville. Flying from these fields were the four fighter-bomber groups under operational control of the Wing, the 50th, 324th, 358th and the 371st. The 415th Night Fighter Squadron was also brought to the forward location and flew night interception and intruder missions.

From Dole and the chateau near Cubry, Control Center 1 and Forward Sector Ops 2 carried on their operations, working with aircraft of the First French Air Force to give close cooperation to the First French Army. Throughout the Wing's organizations enlisted men established social clubs to help kill the disease-like monotony which followed the approach of winter and the slight abatement of operations. French girls from nearby towns and villages attended sponsored dances in the clubs. Although the French government had banned dancing until the release of French prisoners of war still in Germany the girls were allowed to dance at the American soldiers' clubs.

The Third Army took off on 7 November after a twenty-four hour artillery barrage

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in the drive which eventually captured Metz. The Seventh Army continued its push to the east in Alsace and the First French Army moved eastward driving through the rough terrain towards Belfort. On 20 November 1944 Belfort was captured.

It seemed as though the war were suspended in limbo. It moved slowly against the tenacious enemy who was taking advantage of the weather and of the many defendable points on the road nets to the east. Optimists who three months previously had been saying that the war would be over by Christmas were beginning to doubt their prophecy. Pessimists were saying "I told you so" with masochistic satisfaction.

Already a few flurries of snow had drifted to the ground. The nights were growing colder. There were many cloudy days and rainy weather slowed operations. If aircraft flew in the poor weather, as they often did in their continual harrassment of the enemy forces, the navigational aid broadcast from the Control Centers and Forward Sector Ops had to be efficient.

Often the call came into the control room at Ludres.

"Hello, Baggage, this is Caboose Red Leader, we have forty gallons of gasoline. Give us a steer. Transmitting for a fix. Ah One Ah Two Ah Three Ah Four Ah Five. Over."

Quickly the controller would glance at the D/F board below him, watch as the D/F plotters pulled the strings, plotting the different bearings given by the D/F stations. Where the strings crossed would indicate the position of the aircraft. A plotter would mark the position on the gridded map of the table and from this the controller would calculate the vector which the aircraft would have to fly to reach their home base. All of this had to be done in a few seconds. Forty gallons of gas wasn't much when the aircraft were over the front lines or beyond.

The call would go out: "Hello, Caboose Red Leader, this is Baggage. Steer 265, fly a straight course for thirty miles. Over."

"Roger, Baggage. Over."

The homing wasn't finished. From his position overlooking the operations board a filter officer could see the plots which had been called in by radar units and had been displayed on the board. The filter officer could see which of the accurate GCI radars should be working the flight in question. He would call the radar: "Watch for eight a/c at Q-5938. If you pick them up stay on them."

Within a moment a radar plotter on the board below would be receiving one plot after another from the GCI, each plot on the homeward bound flight. More D/F fixes came in. With their help the controller could check on the flight at all times watching to see that it was flying the course which would bring the pilots safely to their base. The operation saved planes. More important, it saved lives.

The control room functions of Control Center 2 became more elaborate dur-

ing the stay at Ludres. An increasing amount of traffic was passing through the areas covered by the Control Center and the Forward Sector Ops. Not only were fighter-bombers going out in increasing numbers but also the great thousand plane heavy bomber raids from England were going through the territory. Liaison messages from the heavy bomber groups in France and England passed through the cryptographic nets and were immediately routed to the controller to warn him of the approaching flights of heavy bombers.

In the control room was the operations board, a gridded map on AN/TTQ-1 tables. The radars reported to the board around which sat the radar plotters and filterers. The information was relayed from the radars to the radar plotters who placed the plot on the proper grid coordinates of the gridded map. Filterers separated these plots into specific categories which would indicate the track followed by a flight of aircraft. Each track indicated a separate flight of planes. This procedure had been used in all the Wing's campaigns. Primarily it gave early warning and secondarily it assisted in navigational aid. The chief controller on duty sat on a balcony overlooking the operations board. He had available on his desk connections to the VHF channels on which he could call the aircraft in flight, the fighters, fighter-bombers, Tac/R's, medium bombers and transports. Later facilities were installed to enable the controller to call heavy bombers.

The chief controller on duty was in complete charge of the operations room. On his shoulders rested the responsibility of identifying unknown aircraft, of seeing that homings were promptly and effectively given by the deputy controller, and that interceptions of hostile aircraft were made. He had to warn the aircraft operating over the front line when enemy planes were reported in the vicinity. To receive warning of enemy air activity he had, in addition to the radar reports, information from the Signal Intelligence "Y" service, the reports of aircraft which sighted hostile flights and plots from ground observation posts.

An enlisted man cognizant of all functions in the control room sat next to the controller in the "Ops B" position. He assisted the chief controller in maintaining an accurate log of all happenings and on occasion was called upon to pass information to the aircraft in flight. In this position carefully picked men, ranging in grade from Pfc. to S/Sgt., performed brilliantly with all the Ops.

The filter officer was responsible for the radar coverage. He had to assign the radars their maintenance schedules and give them permission to go off the air during their regular maintenance period or when an emergency arose. The filter officer was also in charge of the enlisted filterers and plotters on the operations board. On occasions the filter officers were called upon to assist in controlling, especially during periods when navigational aid was being given a large number of aircraft.

Since the time of the campaigns in Italy an anti-aircraft officer had been assigned to the Wing. Maj. Frederick Convery was in charge of the AA section. Ack-ack Liaison officers were attached to each of the Ops. The AALO had landline and radio facilities to all gun operations rooms (one with each corps), airfields and local gun batteries.

Such liaison was necessary. Without it ack-ack batteries would be functioning absolutely independently of the air forces and the resultant confusion would be dangerous. With an AALO in the control room confusion could be avoided and friendly aircraft would not be subject to damage by Allied flak. The AALO called the batteries and gave them instructions on hostile and unknown aircraft, told them to hold fire in the event a Beaufighter was chasing a hostile, or in the daytime told them if fighters were in pursuit of an enemy. Such liaison saved many Allied aircraft from accidental damage by friendly ack-ack batteries.

An innovation in France had been the installation of a Movement Liaison Section. The duty of the section was to assist in the identification of aircraft by keeping check on all aircraft operating in the area covered by the Wing. Reports were telephoned from each of the Wing's airfields the moment a flight took off or landed and the information was posted on a status board for the benefit of the controllers. In addition liaison with the XIX TAC Movement Section was established to furnish information on movements of heavy bombers, transports and all other aircraft scheduled to fly into the Wing area. Eventually the Wing set up its own radio, teletype and crytographic section to handle these movements and received reports directly from Hillhouse Movement Liaison Center in England and Le Bourget Movement Liaison Center in France. The Movement Liaison Section proved invaluable in the correct identification of all targets appearing on the operations board.

In France, too, since the Wing was operating in conjunction with the First French Air Force, the addition of a French controller became necessary. Most of the French controllers had spent some time in England working with the RAF and all of them spoke English. They passed out information to the French pilots, gave them homings and instructions in regard to targets and possible interceptions.

When the Control Center and the Headquarters were together the Wing Weather section placed an officer in the control room to post relevant weather news and keep the controllers informed of possible weather changes that would affect the operation of aircraft.

Thus the Control Center became the nerve center of all operations undertaken by the command. It coordinated air cooperation missions, gave out navigational aid, provided early warning and sent out instructions on "Pineapple" missions.

The Forward Sector Ops were partially dependent on the Control Centers, par-

GEN. BARCUS OBSERVES OPERATIONS

GEN. BARCUS, MAJ. G.W. SCHIFF, CAPT. L.C. TEMPLE

ticularly for information on movement of friendly aircraft. They were linked to the Control Centers by landline and radio facilities. The primary responsibilities of the Forward Sector Ops were to provide navigational aid for aircraft over the front lines and early warning of raids coming over the front lines toward the area of the Control Center. Tracks of aircraft flying over the Control Center were passed to the Forward Sector Ops which followed the track after it entered enemy territory.

Also tied into the Control Centers and the Forward Sector Ops were the Corps and Division Forward Controls. The Division Forward Controls were centrally connected to the Corps Forward Controls which in turn were directly connected to the Forward Sector Ops and the Control Centers. The Corps and Division Forward Controls in their positions on the front lines provided the close control of missions routed to the front by the Control Centers and Wing Operations.

The system was complete with all the units tied into an effective communications net. The communications nets constructed by the 439th Signal Heavy Construction Battalion and operated by the 346th Signal Company Wing technicians and Headquarters cryptographic section were supplemented by the operation of the signal units with the corps and divisions. Communications from the Forward Controls and Sector Ops to the Wing Headquarters were handled by the Wing's signal units.

The Wing's ultimate goal in the establishment of the intricate and efficient systems of control and communication was the direction of fighter-bombers striking the enemy. The early warning and navigational aid functions carried since the Tunisian Campaign assumed minor roles. Above all the enemy was to be attacked and destroyed. Fighter-bombers were playing a big part in his destruction.

In their weather stations scattered throughout the units of the Wing, detachments of the 21st Weather Squadron watched their instruments closely. Weather was becoming an increasingly difficult problem. Pilots might take off in the morning and fly in cloudless skies only to find that cloud banks and ground haze had completely closed in their bases when the fighter-bombers attempted to get home. Advantage had to be taken of every clear or semi-clear day to attack the enemy. On 19 November, for example, a temporary break in the weather allowed the fighter-bombers and Beaufighters to fly 431 sorties, more than had been flown in any previous twenty-four hour period by aircraft operating with the Wing.

Gen. Barcus himself occasionally flew weather reconnaissance to make certain that even in marginal weather the Wing was fully operational and that no opportunity to strike the enemy was lost. He flew over target areas and called back for fighters to come up if he found weather through which an attack could be made. His participation in such missions among others earned him the Distinguished Flying Cross and immortality as "Jampan One" in the Wing's favorite ballad.

THE BALLAD OF BOXCAR CONTROL

By Capt. Lawrence D. Cavanagh

Oh, the Ops Room crew is a rugged crew,
A bunch of bleary sots;
They fight the wars behind closed doors
With telephones and plots.

They plot the woe of our hated foe
And plan his timely end,
But alert they stand to lend a hand
To any airborne friend.

They search the skies with secret eyes,
They search it night and day;
Where each plane goes, their witchraft knows,
But how they will not say.

Now "Somewhere in France" by war's grim chance,
The Boxcar crew stood by
At that bloody time when we stormed the Rhine
'Neath France's dreary sky.

'Twas a day when the rain beat hard on the pane
And the sleet formed a dull murky screen
And the fog was so thick that a plotter named Dick
Was lost going to the latrine.

In the Ops all those bums just twiddled their thumbs,
The controller just stared at his shoe;
They thought of their gals with their war worker pals,
As soldiers are wont to do.

When out of the fog and the rain and the sleet
When out of the storm and the snow
When out of the box of the Victor How Fox
Came a voice that they all did know.

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"Hello, Boxcar Control", came the voice like a soul
That speaks from the other world,
"Jampan One calling here, will you give me a steer,"
And the ends of their whiskers curled.

For Jampan, you see, was a V.V.I.P.,
At least to the boys at the board;
'Twas their valiant C. O. who now flew through the snow,
If they failed, it would not be ignored.

The plotters popped to, the controller did too;
These men all had what it takes,
And the deputy sang to his string-pulling gang,
"For God's sake, let's make no mistakes!"

The controller was calm as he reached out his arm
And lifted the mike to his face,
And he said "Please transmit", but he knew this was it,
It was home him or suffer disgrace.

Now ten stanzas here told how that crew brave and bold
Brought Jampan One safe to the field,
But the homing he got is "Secret, Top Bigot,"
Equals British "Cannot be revealed".

Now these lusty old sports, as they wrote their reports
Of the homing of Jampan One,
Said, "It's nothing at all for an Ops on the ball,
Why, it's simply a job to be done".

But the pilots all know, when you're lost in the snow
And the mist of the trackless air,
What the feeling is like, just to reach for the mike
And know that old Boxcar is there.

Oh, the Ops Room crew is a rugged crew,
A bunch of bleary sots;
They fight the wars behind closed doors
With telephones and plots.

They plot the woe of our hated foe
And plan his timely end,
But alert they stand to lend a hand
To any airborne friend.

During this period all of the Wing components were bivouaced around the Nancy area. The 582nd SAW, 593rd SAW, 82nd and 328th FCS Headquarters had moved from St. Tropez before Christmas. The 346th Signal Company Wing and 439th Signal Heavy Construction Battalion had remained with the Wing Headquarters all the way through France. In the field, scattered from Dole to the front lines were Wing radar and D/F fixer stations, each with its own small camp, each with its own problem of wintertime living.

Fuel was difficult to obtain. Administrative and supply problems were great. Each of the battalions, squadrons or companies had to see that its units were kept supplied with clothing and technical equipment. Part of the technical equipment problem had been solved in Italy with the establishment of the RRMU (Radar and Radio Maintenance Unit) which handled all the radio and radar parts and became a central repair agency and supply depot for the radar platoons in the field. A signal supply section working near the Wing Headquarters took care of the balance of signal supplies.

The German Air Force during the early winter period was enjoying a slight revival. Factories which had been destroyed during the earlier heavy bomber raids on Germany were rebuilt underground out of reach of the heavy bombs. ME-109's, FW-190's and JU-88's were the old standbys of the Luftwaffe, but there was also a new model. Jet-propulsion had been developed years before but the mechanical problems of the jet engines had not been solved. Principal problem was the excessive consumption of fuel by the jet-propulsion engines. German scientists had partially solved this problem and jet-propelled aircraft, principally ME-262's, were being produced in large numbers. The new planes constituted a serious and dangerous threat to the Allied ground and air forces. They were tremendously fast. With speed exceeding 500 miles per hour they could swoop out of the sun into a formation of Allied bombers or fighter-bombers and be gone before Allied pilots were able to catch them. Sometimes in these swoops a short burst of machinegun and cannon fire sent an Allied aircraft crashing to earth. Allied ack-ack had a hard time taking enough lead to knock them down.

However, there were two problems German scientists and the Luftwaffe couldn't overcome. Their oil reserves had been smashed. There wasn't enough fuel oil or gasoline to run the German Air Force. Aircraft had to sit idle for days because of fuel shortages. The Luftwaffe was also short of experienced pilots. Many of the pilots who

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took to the air over France and Germany were ill-trained with little or no combat experience. Through the medium of navigational aid and an efficient replacement system, the Allies were able to maintain an experienced and aggressive air force.

The superiority of Allied pilots proved to be the greatest asset. Despite the problems of fuel and poor training the Luftwaffe continued to appear over the Western Front in large numbers. On 25 November enemy aircraft were flying in strength over the area covered by the Wing. Without suffering any losses Thunderbolt pilots of the Wing groups shot down 11 enemy aircraft and damaged another nine. Experience was the decisive factor.

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Chapter 20

COUNTERATTACK

On 16 December 1944 Field Marshal Karl von Rundstedt launched a great counter-offensive in the Ardennes sector. Hurling elite German divisions, SS and Panzer Grenadiers, at the American line, Rundstedt's forces started a spearhead aimed to divide the Allies on the Western Front and to destroy and capture valuable supply and communications points, particularly the one at Liege, Belgium. The American lines fell back and rear-echelon soldiers were thrown in to stem the German tide. The weather kept aircraft grounded. The Germans countinued to move forward with speed and determination.

The 101st Airborne Division moved into Bastogne, found itself surrounded and made its historic stand. The Germans were slowed down short of their major objectives. Leaving the Seventh Army to cover a much wider front, the Third Army moved northward to hit the southern flank of the German bulge. From the north, the U. S. First and Ninth Armies and the British Second smashed into the other side of the salient. Overhead the skies cleared a little. The Allied air forces took to the air. The German advance slowed, slowed more and then stopped.

In the Rhineland opposite the Seventh Army and in the territory being attacked by the Wing, wily Field Marshal Model, whose Nazi armies had been increased by the addition of crack divisions from Norway, conceived a brilliant plan. The attention of the Allies was being diverted to the Ardennes sector. Opposite Field Marshal Model were the thinly spread Seventh Army and the First French Army slugging through the rugged Vosges mountains to liquidate the Colmar pocket.

Working swiftly Model regrouped his forces. In the north the Battle of the Bulge went on ferociously. The weather was poor. Model took advantage of the weather. Opposite him were the provinces of Alsace and Lorraine, the cities of Strassbourg, Saarbourg, Toul, Nancy, Luneville – strategic prizes all of them. This was Field Marshal Model's chance to further divert the Allied forces on the Western Front and

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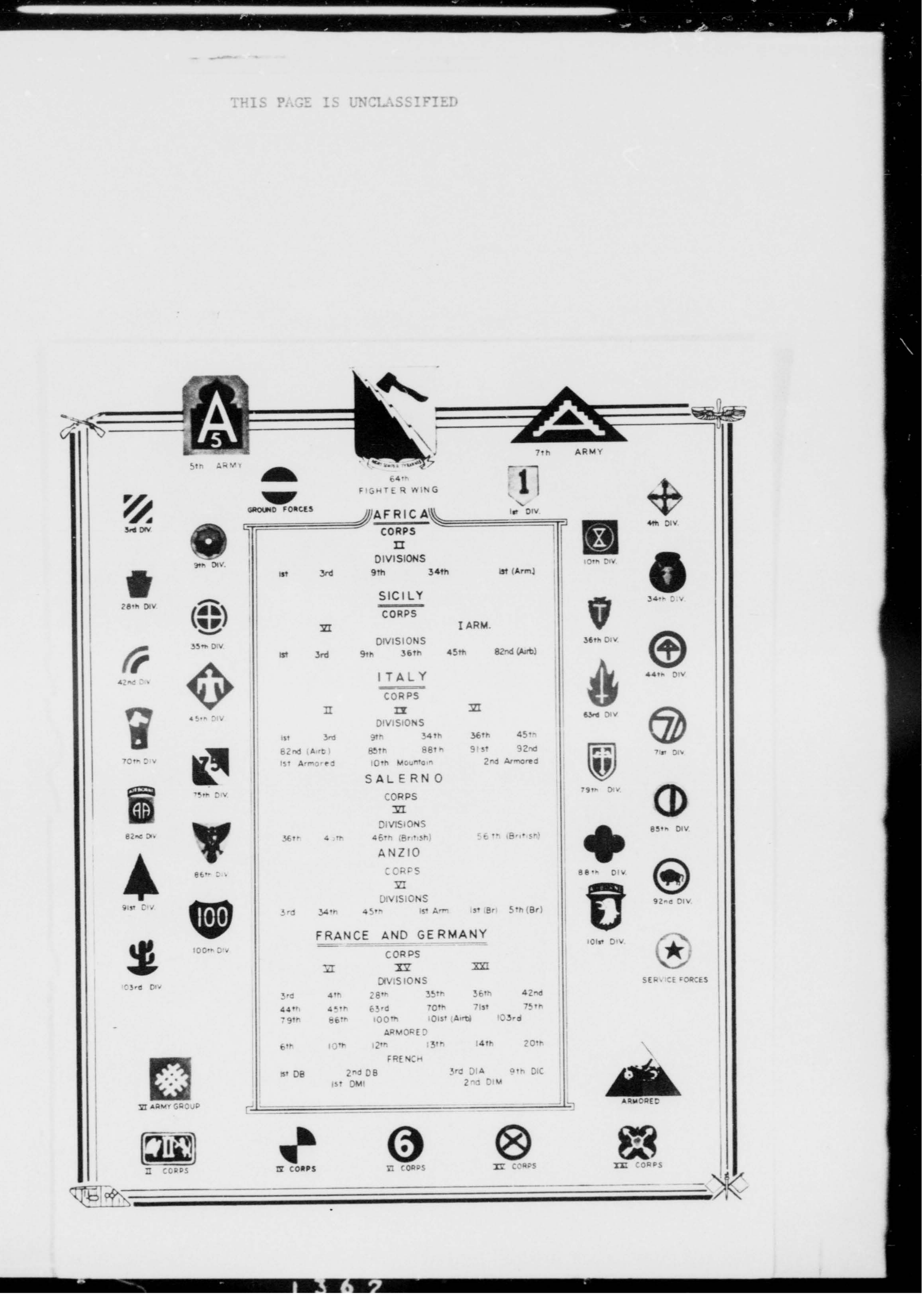
91 RUE DE TOUL

WING STAFF MEETING

OFFICERS QUARTERS NANCY

THIERS HOTEL

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5th ARMY
64th
FIGHTER WING
7th ARMY
GROUND FORCES
1st DIV.
3rd DIV.
9th DIV.
4th DIV.
10th DIV.
AFRICA
CORPS
II
DIVISIONS
1st 3rd 9th 34th 1st (Arm.)
SICILY
CORPS
VI I ARM.
DIVISIONS
1st 3rd 9th 36th 45th 82nd (Airb)
ITALY
CORPS
II IV VI
DIVISIONS
1st 3rd 9th 34th 36th 45th
82nd (Airb) 85th 88th 91st 92nd
1st Armored 10th Mountain 2nd Armored
SALERNO
CORPS
VI
DIVISIONS
36th 45th 46th (British) 56th (British)
ANZIO
CORPS
VI
DIVISIONS
3rd 34th 45th 1st Arm 1st (Br) 5th (Br)
FRANCE AND GERMANY
CORPS
VI XV XXI
DIVISIONS
3rd 4th 28th 35th 36th 42nd
44th 45th 63rd 70th 71st 75th
79th 86th 100th 101st (Airb) 103rd
ARMORED
6th 10th 12th 13th 14th 20th
FRENCH
1st DB 2nd DB 3rd DIA 9th DIC
1st DMI 2nd DIM
28th DIV.
34th DIV.
35th DIV.
36th DIV.
42nd DIV
44th DIV.
45th DIV.
63rd DIV
70th DIV
71st DIV.
75th DIV.
79th DIV.
82nd DIV
85th DIV.
86th DIV
88th DIV.
91st DIV.
92nd DIV.
100th DIV.
101st DIV.
103rd DIV
SERVICE FORCES
VI ARMY GROUP
ARMORED
II CORPS
IV CORPS
VI CORPS
XV CORPS
XXI CORPS

prolong the war. The Nazis were preparing for another round, hoping to postpone the decision, hoping even for a draw.

Tactical Reconnaissance aircraft of XII TAC winged through German skies on 16 December 1944. There had been a slight break in the weather, not much of a break, but enough so these pilots could get out. Occasionally the planes dipped down through an opening in the overcast and flew close to the ground, watched the countryside as they flashed over it, then zoomed up again before Jerry ack-ack became too active. They concentrated on roads, bridges, railroads and movement. Very little escaped them.

Tac/R reports indicated unusually heavy rail and motor transport activity in the Bitche-Haguenau area, far heavier than in previous days. Some of the trains were loaded with tanks and armored vehicles and others seemed to be troop trains. Most of them were heading west toward the front. When the information had been thoroughly interpreted, it was transmitted to Seventh Army Headquarters by Maj. Julius Goldstein, then Senior Controller of the Wing.

Something was brewing opposite the Seventh Army. The Germans were concentrating troops and supplies in the Bitche-Haguenau area. Snow covered the ground. The landscape was cold and dreary. Along the thinly held American lines doughboys shivered in their foxholes and contemplated the German positions opposite them. The enemy appeared ominously quiet.

In Dole, France, Control Center 1 retained its position and operated as ground control for units of the French Air Force and for medium bombers from First TACAF. Forward Sector Ops 2 continued to operate from the chateau near Cubry. Control Center 2 remained in Ludres and Forward Sector Ops 1 at Gugenheim in Alsace where it had moved on 7 December.

The Forward Controls with the corps and divisions remained with the headquarters of the units to which they were attached. Because the ground forces were maintaining holding positions, necessitated by the thinly spread lines, there was little movement by the Forward Controls during December 1944.

Winter had come to France. It was one of the hardest winters the French civilians had seen in years, doubly hard because it was colder and there was more snow and less food. There was less fuel for the stoves and the homes were chilly most of the time. In many ways, though, it was the best winter in a long time – it was the first winter of freedom in four years.

Winter weather created additional hazards for each fighter-bomber sortie against the enemy. The Battle of the Bulge at Ardennes was flaring and aircraft of the wing which could be diverted from the Seventh Army front flew to attack the southern flank of the Bulge.

On the last day of the year snow closed the fields in the Nancy area, grounding all flights. Darkness was settling over the city when the R/T in the Control Center operations room crackled:

"Hello Baggage, this is Kismet Leader. Over."

"Go ahead Kismet Leader. Baggage over."

"Give me a steer Baggage. I am very low on gravy (gas). Over." The last flight of the 371st Group was returning from the Battle of the Bulge.

"Roger, Kismet Leader. Transmit for a fix. Baggage over."

"Hello Baggage, this is Kismet Leader transmitting for a fix. One-two-three-four-five-five-four-three-two-one. Over."

"Roger, Kismet Leader. Stand by."

The D/F fixer stations pinpointed the flight, passed their plots to the Control Center. Plotters quickly drew the strings, turned, "Victor Zebra 7863."

The filter officer grabbed a telephone and called Utah, an SCR 582 radar at Azelot airfield. "See if you can pick up a flight at Victor Zebra 7863."

The 'Baggage' controller gave the flight a steer. "Baggage to Kismet Leader, steer 020 repeat 020. 15 miles for base. Over."

"Sorry Baggage. Just enough gravy left to climb out of overcast and bail out."

The controller at Utah cut in. "Old Man to Kismet Leader. Don't bail out. We can get you down. Over."

"Hello Old Man, O. K. Hope you're right."

"Hello Kismet Leader, steer 018 for ten miles, angels 800 feet. Over."

"Kismet Leader to Old Man, Roger. Out."

The controller at Utah telephoned the airfield operations shack, instructed that gasoline flare-paths be lighted on both sides of the runway. In the Control Center at Nancy tense faces watched the Ops board, marked the track of the imperiled flight. In the 582 van the controller's stop watch clicked off the minutes.

"Old Man to Kismet Leader, steer 330, angels 500 feet. Over."

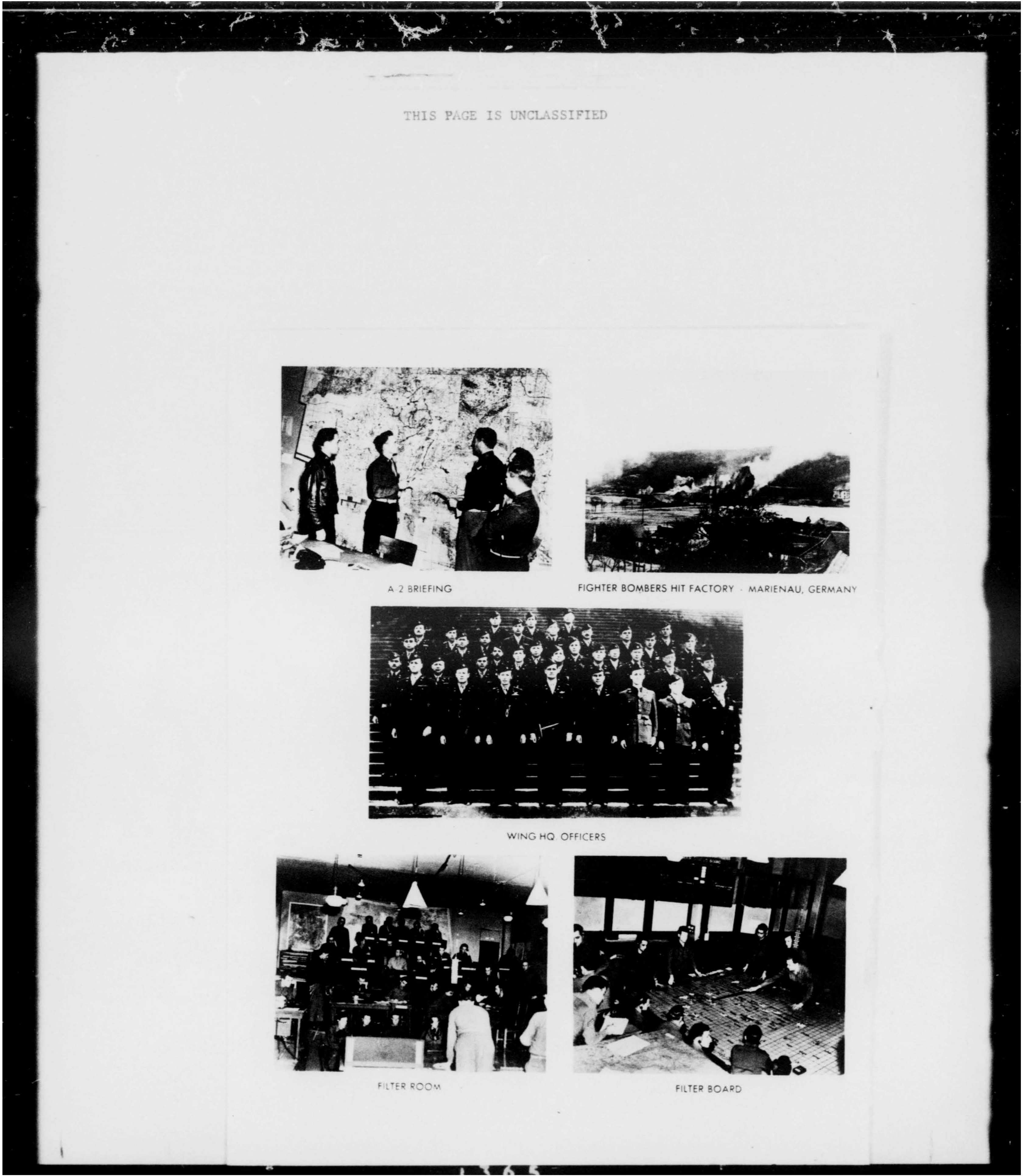
A minute passed.

"Old Man to Kismet Leader, you should see flare-paths on the field now. Over."

"Roger. Coming in. Over."

A roaring motor passed over the van. The first plane had landed through the darkness and falling snow. The sound of its motor receded. Men in the van counted minutes. A second plane passed over. They waited. An engine revved overhead. The third plane was landing. The hush of snow and darkness deepened behind the receding sound as the men listened for the last plane. Then faintly they heard the whine of air over wings.

A telephone bell rang. It was the control tower. "Hello, Utah. The last plane just landed – out of gas."



A-2 BRIEFING

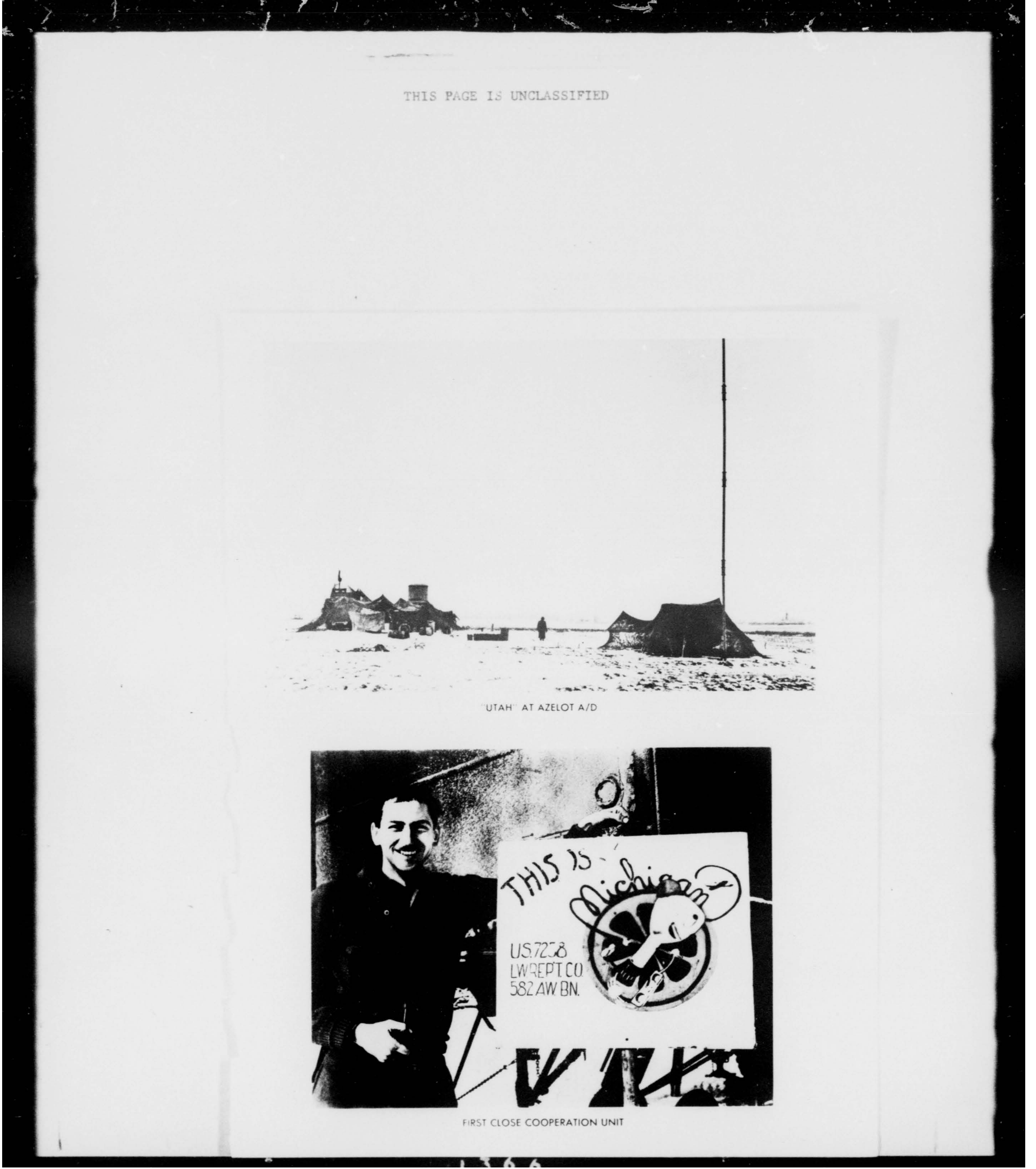
FIGHTER BOMBERS HIT FACTORY - MARIENAU, GERMANY

WING HQ OFFICERS

FILTER ROOM

FILTER BOARD

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"UTAH" AT AZELOT A/D

FIRST CLOSE COOPERATION UNIT

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The controller called the Control Center at Nancy. "All clear at this end."

The men around the Ops board relaxed. Four planes were safe. Four pilots still lived. Utah had paid for itself.

German air activity was increasing each day. On 1 January 1945, in conjunction with an attack in the Saarguemines area, a strong force of ME-109's and FW-190's set out to neutralize Ninth Air Force fields in Northeastern France. They were met near Neunkirchen, Germany, by twelve P-47's of the 358th Fighter Group engaged in armed reconnaissance of the marshalling yards. Although outnumbered three to one, the P-47 pilots jettisoned their bombs and closed with the enemy. Dogfights filled the sky. Twelve enemy planes were shot down and six damaged without loss to the P-47's. Thus ended the last major threat to Allied air supremacy. This action saved groups of the Wing from the serious loss suffered by fighter groups in the north. For this outstanding effort the 358th Fighter Group received a Presidential Citation.

Such enemy air activity was unusual but more unusual were the raids of intrusion which the Luftwaffe pilots flew into Allied territory at night. Air alerts became more frequent than at any previous time in France. The sound of enemy planes, the droning uneven growl that distinguishes a German aircraft engine from an American, the magnified blowtorch sound of the jet-propelled aircraft became familiar sounds over the Allied lines.

In Ludres the men of Wing Headquarters and Control Center 2 were awakened several nights in succession by the coughing chatter of Jerry machinegun fire from aircraft strafing the well-traveled road which ran by Ludres to Nancy. On one occasion Wing Headquarters itself was strafed but there were no casualties. Lying on their cots in the chrysalis of the newly issued sleeping bags the men pondered the advisability of venturing into the cold outdoors to seek a foxhole or wondered if any lights were showing that might bring the strafers swooping down on the buildings and camp. While they pondered and tested the cold winter air by sticking a head from the sleeping bag the German aircraft completed their brief strafing run and were gone.

The Beaufighters of the 415th Night Fighter Squadron were active against the intruders. On 29 December Lt. Burton Robbins, GCI controller at Dakota radar station, controlled a Beaufighter onto three attackers. Two of them were shot out of the air. After the Beaufighter had shot down the first Jerry, a Heinkel 111, southeast of Nancy, he turned back toward his base at Ochey to replenish his fuel and ammunition.

Another enemy aircraft had been picked up by the Colorado SCR 270 and was shortly thereafter detected on the scope of Dakota. The GCI controller called the Beau pilot.

"Hello, Torrid 38, this is Churchman. We have another bogie. Can you go after it?"

From the Beau came, "I haven't much ammo, but let's go."

The chase was on. It was longer than the first one and not until the bogie had nearly reached the German lines did the Beau make contact. It was a JU-88. Too late the quarry realized the Beau was on his tail. Almost directly over the GCI radar Washington the Beau let loose another burst which used nearly all the remaining ammunition. The hostile aircraft exploded and fell to the ground.

During the daytime fighter-bombers and Tac/R aircraft encountered increasing numbers of German planes, and jet-propelled reconnaissance aircraft were frequent visitors over the Allied lines. These were more signs and portents that something was in the wind.

On 1 January 1945 in a counter-offensive in the Bitche-Haguenau sector the Germans threw a smashing weight of men and machines against the Seventh Army. Crack German troops advanced across the fields toward the American lines. SS troops, the toughest of the lot, led the way.

There was one trouble. Ever since the 16th day of December when the Tac/R aircraft spotted the heavy German rail and motor movement near Bitche and Haguenau, Tac/R's and fighter-bombers had observed the Germans closely, more closely perhaps than the enemy suspected. Fighter-bombers had been hitting German supply installations, smashing at road and rail communications. The Seventh Army was ready, made fully cognizant first by Maj. Goldstein's message and later by the Tac/R reports radioed its G-3 (Air). Each piece of information reported by Tac/R pilots was plotted on a map in Seventh Army Headquarters and from the resulting pattern of enemy strength the Army was able to make a defensive realignment of its forces. Gen. Patch later gave official credit to the 64th Fighter Wing for full preparedness of the Seventh Army for the enemy blow.

The Wing also realigned its forward elements. In cooperation with the plan of the Seventh Army, Forward Sector Ops 1 moved back to Nancy on 1 January, and Forward Sector Ops 2 moved ahead to Altkirch in the First French Army sector.

The enemy first hit hard at Bitche in Northern Alsace. The American lines bent, giving a little here and there. Reinforcements had been strategically placed and when the Germans pressed too hard in any sector they found themselves facing more Americans than they had anticipated. Again and again the enemy attacked and each time was thrown back with losses. He made small gains but they weren't what Field Marshal Model had expected when he launched the offensive.

To meet the German threat fighter-bomber activities were increased despite the poor weather. Whenever there was the slightest break in the weather, fighter-bombers took off. Directed by Forward Controls they went in on attack after attack against the Germans, roared down to bomb their gun positions, tanks, strongpoints, trains and motor transport.

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SCR 602 "WYOMING"

AN/TPS-1 "VERMONT"

SCR 527 "DAKOTA"

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Few German supplies reached the front lines. Tac/R's scouting the enemy territory spotted many "Pineapple" targets, called the Control Center, waited until the fighter-bombers could be rendezvoused with them and then pointed the target by strafing. When weather over the battlefront closed in so completely that fighter-bombers could not hit targets visually the recently perfected "Eggbasket" procedure was used. Before the advent of "Eggbasket" any fighter-bomber unable to complete its bombing mission for any reason jettisoned its bombs over enemy territory and hoped for a hit.

SCR 584's made possible the "Eggbasket" procedure. If fighter-bombers discovered they could not see the target they were trying to bomb or if the weather was so closed in they could not see the ground at all, they called the Corps Forward Control or Forward Sector Ops and asked for an "Eggbasket". Usually the "Eggbasket" was handled by a controller on the SCR 584. Laid out on the plotting board at the radar would be two or three tentative "Eggbaskets", towns with strongpoints in them, marshalling yards, railroad stations, ammunition or supply dumps. The controller would give the flight leader of the fighter-bombers a vector to get him in the vicinity of the "Eggbasket".

Once the fighter-bombers were in position the controller functioned as their bombardier. He used the standard instruments of a bombardier on a heavy or medium bomber, the Norden Bombsight, wind and drift calculator. He always knew the exact location of the flying aircraft. Trained radar operators were following the flight on the 584 scope. Since the controller had previously laid out the target run he had only to direct the fighter-bombers by giving them a series of vectors to the spot where they would begin the bombing run. Then, through a stop watch check, he followed them on the run, giving a call as they passed each two mile marker on the course laid out on his plotting board. If there was wind he calculated the drift and allowed for it in the run. As the echoes on the radar scope indicated the planes were over the target, the controller gave "Bombs away", and another "Eggbasket" had been carried through.

Against the combined efforts of the air forces and the staunch ground troops of the Seventh Army, Field Marshal Model's dreams of victory crashed. Grudgingly the German troops fell back to their previous positions. The bent but never broken lines of the Seventh Army straightened. From then until the end of the war the German armies remained on the defensive.

Noon mealtime was approaching for Control Center 2 and Wing Headquarters personnel at Ludres on 2 January 1945. Men were lined up in the chow lines waiting for the cooks and KP's to start serving the food. Other men lay on their bunks for a

moment's rest before going to lunch. The men on duty glanced at their watches and clocks ticking off the minutes before their relief would show up. Chow was waiting.

A tremendous blast sent waves of concussion reverberating through the town of Ludres. The initial explosion was so great that each man thought a heavy bomb had landed somewhere in his immediate vicinity. Men caught in the open were bowled over. Men in rooms with windows were nicked and cut by slivers of flying glass, some slivers so large they left long, jagged wounds on the head, face and hands. Clothing was ripped. Bricks, mortar and woodwork crumbled in the buildings. A large sheet metal barn-like building serving as a mess hall was ruptured like a tin can set over a cannon-cracker. Pyramidals and squad tents came down, their center poles snapped by the blast. Buildings cracked and heaved as though an earthquake had struck.

After the initial shock men lifted themselves from the ground or fled the shattered buildings and tents to seek shelter in the foxholes and ditches. They waited in silent paralysis for the second bomb to fall. A plane circled low over the area. It was a friendly P-51.

In the operations room on the hill, hostile aircraft reports had come in immediately before the blast. When the explosion came enemy bombing was the first thought in the mind of everyone. The walls of the operations room cracked and trembled from the concussion and the room filled with flying glass from the windows along one side. Portly, forty-year old Pvt. Kenneth F. Wilson, on duty as a filterer, made a Nijinski leap which carried him through a narrow hole to shelter beneath the operation board. He was followed by other men. If the roof caved in, and it appeared that it was going to, the board might hold under the avalanche of rubble.

Throughout the operations building, the barracks area, the messhalls and the camp areas, throughout the village of Ludres, scenes of this sort were duplicated. Men came out of their shelters and looked around to find what damage had been done. The villagers of Ludres who had been hardest hit by the concussion and the flying glass came into the streets and sought aid. Some of them were weeping, holding bloody arms and legs, trying to stop the blood flowing from cuts on their faces.

Wing medics went to work immediately setting up impromptu aid stations and using the already established dispensaries. More than eighty men had been wounded. Few of the wounds were serious but many of them required attention. Although several of the men were hurt by the concussion, cuts from flying glass caused most of the wounds. The medics worked so rapidly that by nightfall most of the soldiers and villagers had received medical attention.

Investigation of the explosion led to the gouged area of a TNT dump a half mile from Ludres. Three truckloads of TNT plus the loads already stored in the dump had gone up all at once. The nine men of the service group which operated the dump

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were instantly killed and the three trucks were pulverized and scattered. The enemy aircraft reported in the vicinity was a possible cause of the explosion. Sabotage was another. Or the usually stable TNT, because of the freezes on previous nights, might have been unusually touchy.

Engineers who came to investigate the damage done to the buildings housing the Wing reported that the walls had been so weakened that they might collapse under slight strain such as heavy rains or snow. A move was advisable to prevent further damage and casualties and to avoid closing down the operations or having the equipment ruined. While Wing A-4 section and the communications officer scoured the countryside for a new place, the attacks against the German counter-offensive continued.

Control Center 1 remained at Dole to maintain operations for navigational aid and early warning coverage over the First French Army sector. Forward Sector Ops 2 was in Altkirch. It had moved on 29 December to assist the Forward Control operating with the French in maintaining air cooperation with the ground forces cleaning out the Colmar pocket. Forward Sector Ops 1 remained near Nancy, inoperative since being pulled back from Gugenheim.

The Forward Sector Ops 1 Operations block was moved to Ludres on 14 January to take over operations while Control Center 2 and Wing Headquarters moved to Nancy. Because of the German air activity and the ground situation operations had to be maintained without interruption. Every possible fighter-bomber mission had to be flown to maintain air superiority over the front and to keep a steady hammering at Field Marshal Model's attempts to drive through the Seventh Army lines.

Chapter 21

BLOODY HARVEST

Wing Headquarters and Control Center 2 moved on 15 February to Nancy, France. In a large, modern French office building, property of an iron-work concern, the operations and Wing Headquarters offices were installed. The building was the largest and most elaborate ever used by the Wing and enough space was provided to construct a larger operations board and control room. The enlarged board, maps and status boards allowed operation with less strain on personnel and a consequent increase in efficiency. The move was completed by noon of the 16th when operations were taken over from Sector Ops 1.

The City University, a modernistic dormitory building, was requisitioned to billet the Wing Headquarters and Control Center enlisted personnel. There was enough room in the dormitory to house men of all the headquarters and within two weeks the Headquarters complements of the 582nd and 593rd SAW, 82nd and 328th FCS and 346th SCW moved into the building. Officers of the Wing and component headquarters were billeted in the Excelsior Hotel on the Place Thiers in Nancy and shortly afterward in the Hotel Thiers across the street.

The billets were the most luxurious furnished the men in all their campaigns. In the City University the steam-heating system, out of operation for the first few nights after the move, was repaired and an even temperature maintained in the building. Each room was equipped with closets, a washbowl, mirrors and lights. Modern latrines were strategically placed throughout the dormitory. Inner spring mattresses had been left in the building by the students. The first men of the Wing to arrive in the new location availed themselves of the unusual comfort.

The winter grew steadily colder. Snow piled in drifts on the streets of Nancy. Inside their new billets and in the offices and operations room of the Wing Headquarters building personnel were warm and comfortable.

In the Headquarters building lights burned late in the A-2 and A-3 offices. Opera-

SCR 584 " KANSAS"

TECHNICIANS

SIEGFRIED LINE

tions was getting out the directive for the next day's missions. Intelligence was compiling the summary of the missions just completed. Sometimes during the winter, more often in the spring, the work of these two sections went around the clock, with officers and clerks on twenty-four hour duty at their desks. Throughout the day reports came into A-2 from PW interrogations and from Allied agents within enemy lines. From these reports and from target photographs provided by XII TAC Photo Reconaissance Squadrons information of the exact locations of enemy airfields and flak areas and of the potential strength of the opposing air force was extracted and passed onto the groups and the operations section. Counter-intelligence investigations and estimates of the tactical ground situation prepared in conjunction with the attached Army Liaison Officer kept a third of the section constantly busy.

In the A-3 section, the heart of the machine, telephones rang continually as Tac R reported juicy targets and flights were immediately diverted to strike them. Reports of enemy strongpoints and troop concentrations came from A-2, were converted into the numbers of bombs, rockets and bullets needed to destroy them and went out to the groups on other phones. Here the broad daily directive issued by XII TAC was broken down, the weight and type of explosives for each target determined and detailed instructions for each mission flashed to the groups. Controllers with the Ops and Forward Controls were trained by the A-3 section and worked under its direction sending the planes to the targets for which the section had briefed them.

The pace in the A-1 and A-4 sections was somewhat more leisurely during the winter months. The work of effecting transfers, maintaining personnel records, supervising classification, processing awards, promotions and discharges went on as parts of the primary responsibility of A-1 to provide all organizations of the Wing with sufficient trained personnel for the performance of their missions. Problems of morale were met by Special Service and Information and Education subsections.

In the A-4 section too, typewriters could be covered at five o'clock except at the end of the month when a dozen-odd reports were due. Then the daily routine of maintaining check on hundreds of vehicles and pieces of technical equipment of the Wing, of procuring supplies for all its subordinate organizations, and of supervising civilian labor employed by the Wing seemed child's play to clerks who worked furiously to meet the inexorable deadline. And even the monthly reports and the midnight transfers of whole companies by A-1 seemed child's play when the war ended, redeployment began, and whole regiments of trucks, radar sets and personnel were shunted about like markers on startled Ouija boards.

Throughout the winter the problems of special service had been pressing. The stalemate and the nostalgia associated with the Christmas holiday season made it necessary to keep the men occupied with enough special service activities to maintain alert minds

and healthy bodies. All special service was handled through the Wing Special Service section headed by Capt. John L. Kelly.

Movies shown to Control Center and Wing Headquarters personnel and to units in the field helped to solve part of the problem. The prompt dispatching of War Council books, sent overseas to each unit, aided even more, for on the cold nights reading was a common recreation. Several of the men, intent on learning to speak French, promoted friendships with the local mademoiselles.

Enlisted men's and officers' clubs were maintained by all the Wing units whenever space could be found. Arrangements were made to hold dances which served both as athletics and recreation. With some of the novice jitterbugs among the mademoiselles, the athletic value of the dancing overshadowed the recreational.

Passes were frequent, allowing the men free time to spend in Nancy and nearby villages. For men with units in the field transportation was provided to take the men to town and return them to camp.

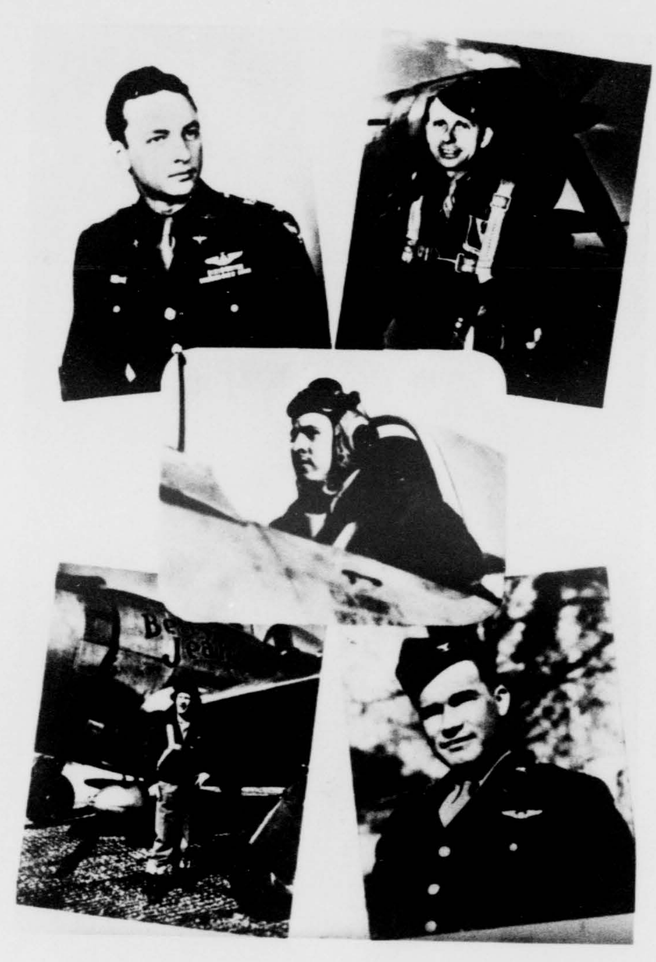
Col. Nelson P. Jackson became the fourth Wing Commander of the 64th Fighter Wing on 29 January 1945 when Gen. Barcus left the Wing to assume command of XII Tactical Air Command. Lt. Col. William E. McEntire, who had joined the Wing on 30 November 1944, was appointed Chief of Staff.

The tempo of fighter-bomber attacks on the German positions opposite the Seventh Army increased daily. With more missions and sorties being flown the number of homings and navigational aids given daily increased proportionately. Pilots flew with confidence, knew they had every ground facility at their command should they need aid.

One of the most useful navigational aids, known as the "Popeye Letdown", was added at this time by Col. Jackson. To assist planes in returning to base in overcast weather Washington, an SCR 527 GCI station, was designated to direct planes to the Dieuze Lakes area northeast of Nancy and to let them down beneath the overcast where they could proceed safely to base. After Col. Jackson had tested the procedure, hundreds of other pilots used it successfully during the uncertain winter and spring weather.

The Wing was beginning to receive some of the latest developments in radar and radio devices. Two Microwave Early Warning radar control units were shipped from the United States and assigned to the 593rd SAW Bn. But the Wing still had to rely on its old equipment, constantly modernized by improvements.

Having been the first organization to use the SCR 584 radar for control of offensive aircraft, the Wing received enough of these sets to assist greatly in forward control and navigational aid. The Wing's unique system of Forward Controls was one of the most valuable aids in the air-ground control net and was a tactical triumph in improvisation with existent technical equipment. Forward Controls attached to the divisions and corps of the Seventh Army and part of the First French Army developed close coopera-



COMMANDING OFFICERS FIGHTER GROUPS

COL. WILLIAM R. NEVITT
27TH FIGHTER GROUP

COL. LEONARD C. LYDON
324TH FIGHTER GROUP

COL. GEORGE T. LEE
86TH FIGHTER GROUP

COL. HARVEY L. CASE JR.
50TH FIGHTER GROUP

COL. JAMES B. TIPTON
358TH FIGHTER GROUP

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tion tactics to mathematical precision. Officers and men who had pioneered in the development of these Controls watched with satisfaction as the dividends accrued. Not all of the dividends were in. More were yet to come.

When Field Marshal Model's abortive counter-offensive near Bitche-Haguenau no longer constituted a threat, the Wing continued more aggressively the close cooperation with the First French Army that it had begun before the German drive. More and more missions were sent against obstacles impeding the French and American infantry units engaged in clearing out the Colmar pocket south of Strassbourg.

Items of technical equipment used in Forward Controls, Control Centers and Forward Sector Ops were turned over to the First French Air Force. French controllers and maintenance personnel were trained in the technical use of this equipment. The Forward Control unit with the II French Corps was made up almost entirely of French personnel, with only enough Wing technicians to teach the French the newest tricks and shortcuts used in forward control.

In the face of vicious ground attacks and crushing blows by American and French fighter-bombers the Germans began to give way in the Vosges mountains around the Colmar sector. Morale amongst the ground troops lifted as the fighter-bombers appeared after having been diverted for some weeks to strike at the Bitche-Haguenau wedge.

As the powerful Thunderbolts roared over their heads, G.I.'s on the ridges and in the valleys of the high Vosges stood up in their foxholes and cheered. Ground force commanders reported it was as though new life had been given their weary troops. One French general requested a mission, any type of mission, even if the planes didn't bomb. The sight of the fighter-bombers, he said, was enough to send the morale of his men soaring.

The Vosges were tough, wooded and rugged. There was no rapid advance in these mountains. Every mile forward was made not only against a desperately fighting enemy but against the obstacles of nature. There was still snow on the ground; there were steep hills to climb; there were gulleys and ravines, places ideal for ambuscade; there was fighting against trench foot, cold, pneumonia and flu.

Men of French and American divisions, including the famed "Rock of the Marne" 3rd and the "Texas" 36th advanced through all these obstacles, advanced against the enemy and what seemed to be an unlimited supply of 88 mm. field guns. Sometimes the going was so rough it seemed impossible – as though no human being could forge ahead to overcome so many hardships. The advance continued. The fanatic enemy gave way, foot after foot, yard after yard, mile after mile, ridge after ridge, mountain top after mountain top, valley after valley, always giving way.

Each day of flying brought the Thunderbolts overhead to make the job of the defenders harder, the job of the attackers easier. When fighter-bombers were in the

air over their positions "88" crews feared to fire their guns, feared because they knew the muzzle blast might reveal their positions and bring the "Jabos" down on them. Strongpoints delaying the advance crumbled in bomb concussion waves.

The Colmar pocket was completely liquidated by the 5th of February. For the first time in history the hitherto impregnable Vosges mountains had been crossed and held against armed opposition.

On 17 January, when the German threat to the Saverne Gap was no longer critical, Forward Sector Ops 1 moved from Nancy to Gugenheim and on the 23rd of January moved to Saverne.

Changes had been made in the Wing's control set up. Forward Sector Ops 1 and Control Center 2 continued their operations as predominately American ground control. The same was true of the Forward Controls with the Seventh Army. Control Center 1's American personnel were being replaced by French personnel, although the French did not assume complete control of the Center. Some Wing personnel remained to instruct the French and to assist in administrative and supply positions. Similar adjustments were made at Forward Sector Ops 2 and at Forward Controls operating with the First French Army. Some personnel released through this program were assigned to Forward Ops 1 and to the Forward Controls, but most of them went to Control Centers.

Other changes had been made in control techniques. Because of the tremendous number of sorties being flown by the Wing, navigational assistance and close control were becoming more important to pilots. To accommodate increased traffic Maj. Goldstein inaugurated a new method of control. A controller was assigned to a group "A" channel to give individual control assistance to flights of aircraft from each group, and to eliminate R/T congestion on the common navigational aid and fighter director channels. Next to the controller sat a representative of the A-3 section who approved targets of opportunity and the diversion of fighter-bombers to attack them. The improvements introduced the close control eventually exercised by the MEW.

During the winter months the slow attrition of disease and losses in the Ardennes placed a heavy strain on the ground reinforcement system and necessitated the transfer of replacements from the Air Corps and Service Forces. The urgent demand for reinforcements and shortages in shipping required that men already in the theater rather than new recruits should fill the gaps made by trench foot, influenza and German bullets. In all nearly 150 men of the Wing were lost to the ground forces, among them men who had landed on the beaches at Oran, at Gela, at Salerno and St. Tropez, who had eaten C-rations for months and slept cold in pup-tents in Africa, fought as infantry with Col. Darby's Rangers at Gela, sweated out the "88's" at Anzio, lived and moved with the ground forces at the Forward Controls. Many of them had seen more actual combat

than the men they were to replace, but they went uncomplaining, prepared to fight as earnestly with their new weapons as they had with the old. Taking their places in the Wing were former infantrymen whose wounds prevented their further use in front line combat.

Throughout the rest of February the Wing's air operations were directed with full force against the enemy opposite the Seventh Army. As the weather cleared and the days grew longer, the number of missions and sorties flown each day mounted. With this increase the damage done to German installations and supply lines was intensified. On the 14th, 22nd and 26th of February previous sortie records were broken by fighter-bombers of the Wing. By the end of February five Fighter Groups operated under the Wing, the 27th, 50th, 86th, 324th and 358th, and one Night Fighter Squadron, the 415th. The 371st Group ceased operations with the Wing in February to work with another command. It was replaced by the 27th and 86th Groups, familiar on the Wing's roster because of their activities with the Wing in Sicily and in Italy. This was the lineup of groups directed by the Wing until the end of the European War.

Enemy air activity maintained a constant challenge. German fighters and jet-propelled aircraft made many sorties over the front lines. This challenge was met by fighter-bombers and Tac/R aircraft whose pilots were anxious to find and destroy the enemy in the air or on the ground.

On the 22nd of February two P-51's of the Provisional Tac/R Group encountered 20 ME-109's over Bottingen, shot down three of them, chased the others back into Germany, started back to their base, fell in with another flight of 20 ME-109's over Pforzheim, shot down three more but had to let the others go because of gasoline shortage.

The following day four aircraft on Tac/R missions encountered a total of 72 German aircraft – two groups of 20 ME-109's over Pforzheim and Karlsruhe, two groups of 12 ME-109's further in Germany and one group of eight ME-109's over another sector. Taking advantage of the resemblance of ME-109's to the P-51's, the Tac/R pilots each time attached themselves to the German flights and attacked before the German pilots realized what was happening. Once in a dog fight the Tac/R pilots nonchalantly informed the controller at Control Center 2 that they were "engaging enemy aircraft". When the total for 23 February was added these four Tac/R's had destroyed a total of 11 aircraft, got one probable and damaged four more out of the 72 enemy aircraft they had attacked.

Something was in the air. Spring was approaching on the Western Front. From Holland to Switzerland the great mass of Allied armies punched tentatively at the German lines. Punches developed into offensives. Troops began to pour through the gaps torn in the outer defenses of the Siegfried Line. The awakening was coming. Supply

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lines were secure, functioning smoothly. Ammunition was stored where it could be quickly reached and carried forward to supply tanks and guns. Pipe lines laid across the Channel and inland from the coastal ports carried the vital fluids used by the war machines. Food and clothing and all of the items of equipment to supply the armies were abundant. The war of attrition was about to end.

Offensive was in the air. Whispers of it were carried from man to man. The great drive of the Russians during the winter months had kept morale from sagging. Soldiers' feelings were buoyant. Even pessimists became optimists. The war will be over in a week, men said, or in a month, or by May, or June, or July, or it can't possibly last longer than August. The day every man hoped for seemed closer.

Gen. Patch, commander of the Seventh U.S. Army, visited Wing Headquarters. His visit occasioned new rumors and more interest among Wing personnel. Only a few officers, Col. Jackson, Col. McEntire, Col. Stubbs, Maj. Goldstein, Maj. Murtland and Capt. Weichsel, knew why Gen. Patch had come, but every man who knew of the visit guessed. The men had watched troops being shifted through Nancy. They had watched hundreds of "Long Tom" 155 mm. guns roll by Wing Headquarters. They had seen prime movers pulling trailers which carried pontoons and barges. They put two and two together. They added up the signs in the north, the visit of Gen. Patch, the troops being moved, the guns, the pontoons, the barges, added all of these together, the twos and twos of war, to get the answer.

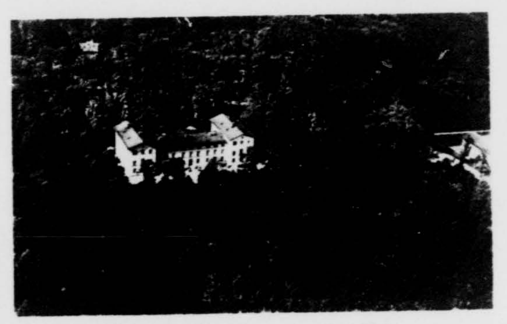
The Seventh Army took off in the early morning hours of 15 March 1945. At first the advance was slow. Opposing the divisions and corps of the Army were some of the toughest defenses of the Siegfried Line, concrete gun emplacements, pillboxes, trenches, tank traps, cement "Dragon's Teeth" and thousands of fanatic German soldiers, Wehrmacht and SS. There were fortified German villages, whole towns turned into fortresses. From cellars and buildings protected by earth and thick walls determined men could fight and fight well.

Artillery would take care of some of this. Heavy barrages of shells exploded all up and down the line before the Army moved, knocked out some of these strongpoints, knocked out machinegun nests and field gun emplacements, exploded mines in the thickly sown minefields between the Americans and the Germans. Artillery men sweated as they slammed shells into the breeches of their guns, closed the breech blocks, jerked the lanyards, opened the breeches, swabbed the barrels, slammed in more shells – they sweated, but they worked hard and fast, worked smoothly.

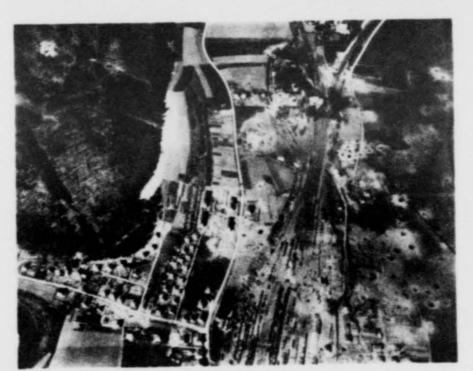
But there were some places where artillery could not reach. There were pillboxes, gun emplacements and strongpoints which artillery could not destroy. Far behind the German lines there were freight trains and troop trains, columns of motor transport and horse drawn vehicles. These supplied the enemy forces – these allowed the enemy to move – to



LT. COL. G.S. STUBBS, C/S



WING HEADQUARTERS AT EDENKOBEN



M/Y CHOKE POINT HIT BY 27TH FIGHTER GROUP





JERRY M/T BETWEEN KAISERSLAUTERN & NEUSTADT

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regroup – to better meet the attack. Artillery couldn't get these either. But fighter-bombers could!

To answer Gen. Patch's request for air cooperation in the great offensive, Col. Jackson directed the Wing's groups to extend themselves – to fly every fighter-bomber they had and to fly it not once, but twice, three, even four times daily. The groups responded. On 15 March, the jump-off day for the Seventh Army, 943 fighter-bomber sorties were flown, of which 96 per cent were for close air cooperation. There were fighter-bomber missions in the air, going and coming from dawn until dusk, setting a new record for sorties flown, more than 300 sorties over the previous record.

Some of these missions flew to hit enemy command posts, the brains of the opposing force. Eighteen command posts were bombed out of existence. Handling more missions than they had ever previously handled, the forward controllers with the corps and divisions of the Seventh Army controlled fighter-bombers onto targets all along the front. From prisoner of war reports it was established that a direct hit on the command post of the 47th Volksgrenadier Division in Morsbronn killed 21 members of the division headquarters staff, including the Chief of Staff.

The Seventh Army pushed through to the Saar River, following the enemy withdrawal. Bitche was captured by the 100th Division after a terrific battle. This happened the first day, when the offensive was moving slowly. There were other days to come.

Dawn on the following morning found the fighter-bombers in the air again. The weather was fine for flying. Under its wings each plane carried bombs, and on some of the aircraft were rockets. As they took to the air the pilots reported by VHF to the group controller at Control Center 2. Then they flew out over the battle front, reported to the Corps Control to which they had been assigned. The corps controller took over the flight himself or sent it to a division or to another corps. If there were no close air cooperation missions, fighter-bombers struck targets on which they had been pre-briefed, or were put onto "Pineapple" targets by "Baggage" or the forward controllers. In pairs fast-flying Tac/R aircraft scoured the enemy countryside for targets. If they spotted a motor convoy, a train or a group of tanks, Tac/R pilots called on the VHF, gave a pinpoint, sometimes waited until the fighter-bombers were sent up to meet them.

Fighter-bombers returned to base, their bombs, rockets and machinegun ammunition totally expended. Nothing was wasted in the endeavor to hit the enemy hard – hit him where it hurt the most.

Request followed request in the office of the Corps and Division Controls. "We have some guns at Q-333752, need air cooperation" – "There are troops at Q-539659, send air cooperation" – "There's a fort" – "Tanks" – "Strongpoints" – "Tanks" – "Troops" – "Guns" – "Pill-boxes" – "Send Air Cooperation!"

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The requests were answered. There were always flights available. Within a few minutes fighter-bombers would be diving in on the attack, machineguns clattering, bombs falling and exploding, killing Germans, creating more debris, more rubbish, paving the way for the ground troops. When the fighter-bombers finished there were less obstacles for the infantry to worry about.

On 16 March the fighter-bombers flew 974 sorties. That was another new record.

First mission of the Seventh Army during this offensive was to close the southern half of a pincers upon the rich industrial Saarland. From the north the Third Army pushed to close the other side.

The advance grew swifter. The Siegfried defenses were overcome, the enemy fell back, the withdrawal became a retreat, the retreat became a rout. Each day the German people lost more land and each day the German Army lost more soldiers.

Always the fighter-bombers flew. Behind the German lines they spread death and confusion. To the Germans they were the accursed "Jabos". They destroyed locomotives, fired into them with rockets and machineguns, watched them explode, leap into the air, fall back on the rails. They shot up railroad cars, pasted them with bombs, damaged them, destroyed them, left them enveloped in flames. They hit motor and horse drawn columns. Strafing and bombing, the fighter-bombers spread terror, tore down German arrogance, broke German morale.

The enemy couldn't move. He couldn't supply his forces. He couldn't regroup. He couldn't withdraw. Signs along enemy roads warned, "Achtung – Jabos", beware the Jabos, attention to the Jabos, watch for the Jabos, Jabos, Jabos, Jabos, JABOS!!!

German soldiers, entrenched in holding positions, huddled in their foxholes as bombs dropped into their fortifications. Many soldiers came out with their hands in the air, came out to surrender.

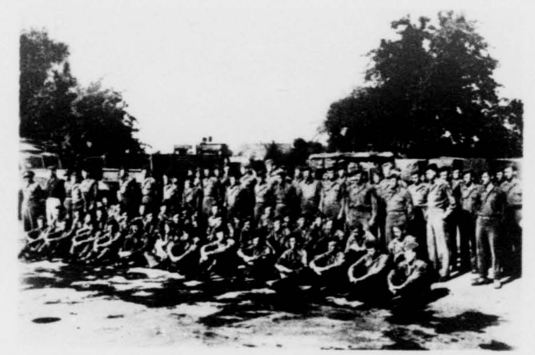
In the fortified towns other German soldiers hoped they could hold out and fight in the stone and earthen cellars or behind thick walls and manure piles. In these towns men came out of the cellars, out from behind the manure piles. Shaken and panic stricken, they looked about them numbly, saw the remains of what had been a town, stood speechless as American infantrymen came in and rounded them up, stared frightened as fighter-bombers roared over their heads – "Jabos" bound on another mission.

In a pillbox, an impregnable pillbox, a pillbox which could withstand terrible punishment from artillery, German soldiers listened as a captured American infantry sergeant described to them in Polish how fighter-bombers, "Jabos", could destroy their fort with a few bombs. The German soldiers listened nervously, talked it over amongst themselves, surrendered without giving the fighter-bombers a chance to try.

In other pillboxes older and tougher German soldiers remained to delay an in-



HQS. CO. 439TH SIGNAL CONSTRUCTION BN.



CO. "A" 439TH SIGNAL CONSTRUCTION BN.



CO. "B" 439TH SIGNAL CONSTRUCTION BN.

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FIRST PASS ON TARGET

FIGHTER BOMBER ATTACK ON TRAIN

FIGHTER BOMBER ATTACK ON ENEMY CONCENTRATION IN TOWN

A HIT IN THE BOILER

FINISHED OFF

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fantry advance, held up a battalion of American foot soldiers who would have to cross an open field for 200 yards through lead-filled air. German machineguns covered the field, could criss-cross it with constant fire. German soldiers waited for the American infantry to advance and be slaughtered.

The fighter-bombers came. Four hundred yards from the nearest American soldier the fighter-bombers destroyed the pillboxes with heavy bombs or so dazed and bewildered the men within that they could not gather their wits until the infantry was on top of them. The battalion suffered three casualties when they crossed that field. There was no machinegun cross fire. There were no machineguns.

German officers complained to prisoner of war interrogators. The officers couldn't keep their men under control. They placed them in strong defensive positions where, the officers claimed, they could hold out for hours, days perhaps. Then the fighter-bombers had come, the bombs had hit and exploded, machinegun bullets had struck the ground around them and the German soldiers had wanted to quit, to surrender, had to be forced to return to their positions at pistol point. Some of the soldiers had not returned. Some were incapable of returning.

By the 20th of March the situation in the Saarland was so confused that a Close Cooperation Bomb Line was no longer possible. The Third Army and the Seventh Army linked in the vicinity of Homburg. A few Germans were still trying to escape across the Rhine. Others held out in isolated pockets in the Saar Valley. Most of the German soldiers west of the Rhine were prisoners, or wounded, or dead. Occasionally the enemy held out in isolated spots or strongpoints to offer resistance to the Allied ground forces. Specially briefed fighter-bomber missions were sent onto these targets. Following the missions mopping up was less difficult.

The only decrease in the number of fighter-bomber sorties flown during the Rhineland campaign occurred when weather conditions obscured the target area or airfields. If there was poor visibility over the target area, missions were dispatched and reported any breaks in the weather to guide subsequent missions to the targets.

On the 18th of March the number of sorties flown by the Wing's aircraft reached a new high, 984, and the following day the all time Wing record of 1005 sorties in one day was established. Seventy-two per cent of these missions were close cooperation.

The toll of enemy material and equipment during this brief period of 15–23 March was enormous. Destroyed were 40 locomotives, 1091 railroad cars, 2542 motor transports, 51 tanks, 284 horse drawn vehicles, 1218 buildings, 2 bridges and 46 guns. Railcuts were made, roadblocks created, marshalling yards attacked, CP's demolished, strongpoints and pillboxes blasted. Two of the Wing's Fighter Groups, the 50th and 358th, received Presidential Citations for their intrepid and effective attacks during the March breakthrough.

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On the 21st of March fighter-bombers sighted a column of motor transport containing two hundred or more vehicles on the road north of Pirmasens. Fighter-bomber pilots were slightly puzzled. In the column below white flags were being displayed, and men frantically waved white flags. Yet the vehicles were not displaying panels showing the color of the day as would the vehicles in an American column. Also there were many horse drawn vehicles.

To be on the safe side the flight leader called the information to Control Center 2. The controller immediately checked with an A-3 officer sitting beside him. The A-3 officer gave the order to attack. If the column was not displaying panels it was enemy. Three flights were diverted to assist the flight which had discovered the juicy target. The Air Corps could not take prisoners of war.

The fighter-bombers did their work. Nearly the entire German convoy was wiped out by the attack. As the fighter-bombers zoomed down on them, men abandoned their equipment and fled to the hills on either side of the road, sought shelter amongst the trees. Other men stood, not knowing which way to turn, and were shot down by machinegun bullets, blown apart by bombs. When American forces advanced through the area a short while later they found the road littered with dead German soldiers, wrecked equipment, burning vehicles.

On trees by the side of this road signs had been posted. The signs read in bold letters: "ACHTUNG – JABOS."

P-47 THUNDERBOLT

AND

P-51 MUSTANG

VS

FW-190

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Part IX

CENTRAL EUROPEAN CAMPAIGN

Chapter 22

MORS SEMPER TYRANNIS

The advance didn't stop. The enemy had no chance to rest. Allied armies crossed the Rhine one at a time, each army gaining a foothold in the inner circle of sacred German soil. At 0230 on the 26th of March the Seventh Army made its crossing. First went the assualt troops, ferried across in rubber boats and small barges, then more troops and some vehicles in larger vessels, and finally the Engineers, building a pontoon bridge across the river. Supplies and ammunition began to roll across. Armored spearheads probed into the heart of the Reich.

Overhead a canopy of fighter-bombers was maintained. Fighter-bombers reached ahead of the forward moving forces, struck at the obstacles in their path. With the armored divisions, forward controllers rode in tanks and armored vehicles, directed the fighter-bombers by VHF radio, told them where and how to hit the strongpoints which sometimes held up the forward surge. Air-ground teamwork characterized the relentless drive into the depths of Fortress Europe. Ground commanders time and again saw pillboxes, tanks, artillery and every other symbol of resistance crumble in their paths under the withering attack of "Jabos". Their gratitude and that of the haggard men they led was expressed in a continuous stream of communications commending the air forces on the job they were doing.

German aircraft made desperate attacks, flew intruder missions at night in hopeless attempts to cut the Allied supply lines. Many were shot down. Other German aircraft, scores of them, were caught on their fields, bases and airstrips by the fighter-bombers which shot them up on the ground, left them torn and burning. A few jet-propelled planes, faster than the fighter-bombers, were shot out of the air; many were smashed on the ground.

To keep up with the precipitous advance of the Allied forces, Wing Headquarters moved to Edenkoben, Germany on 1 April 1945. Forward Sector Ops 1, enlarged and redesignated Control Center 1, had moved to Edenkoben on 27 March and

was in operation when Wing Headquarters arrived. (The original Control Center 1 had been completely taken over by the French on 15 March. Forward Sector Ops 2 was taken over by the French on 1 April.) The Wing and Control Center were set up in buildings on the wooded slopes of the Harz Mountains overlooking Edenkoben. Wing Headquarters offices and the operations room were located in a summer palace formerly owned by King Ludwig of Bavaria. The palace provided a ringside seat at nightly German strafing attacks and friendly ack-ack firing in the Rhine Valley.

In the German villages below and in the surrounding country the German populace stared dully, sometimes uncomprehendingly, sometimes sullenly and occasionally happily at the Allied convoys moving through. They seemed amazed as they watched the materials of war, the countless trucks, prime movers, the little jeeps, command cars, tanks, the motorized equipment. They watched with relief as fighter-bombers flew over them. The "Jabos" would no longer attack them. They looked and saw what had beaten them – materials of war, plentiful and excellent, backed by the courage of men.

German airstrips in the vicinity of Mannheim and Darmstadt were being repaired to hold the Wing's fighter-bombers. Once again the battlefront had moved so far ahead that the fighter-bombers had relatively little fuel left to engage in combat by the time they reached the battle areas. The distance increased their sortie time from two hours to three, which in turn reduced the number of sorties that could be flown. Control Center 2 continued to operate from Nancy until the fields and groups had been moved up.

Two combat commands of the 10th Armored Division were spearheading the Seventh Army advance on 8 April. Near the town of Crailsheim they stopped. The supply lines hadn't kept up with them. There was no ammunition nor gasoline left. All that the armored force men had for defense were their pistols and tommy guns. The enemy closed in, cut the supply corridor, surrounded the two commands. There was no chance to advance or withdraw.

There was an airfield near Crailsheim which was held by the armored commands. A radio message was sent to 10th Armored Division, advising them of the precarious situation, asking them for supplies, ammunition, food and gasoline. The Troop Carrier Command placed 100 C-47's at the disposal of the armored forces. The Wing was called upon to supply fighter cover over the airfield.

For two days, 9 and 10 April, transport planes flew over enemy territory, landed on the field at Crailsheim, had their vital cargos unloaded and took off again. Danger existed throughout the entire period. German ack-ack and field artillery batteries near the airfield menaced the operation. Luftwaffe aircraft were sent in to shoot down the C-47's.

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BEAUFIGHTER

CAPT. V.P. BARTA
WING AIR-BORNE RADAR OFFICER

P-61 BLACK WIDOW

Fighter-bombers hovered over the field, constantly on the alert, dipping occasionally to strafe ack-ack and field artillery batteries, deliberately drawing ack-ack fire on themselves to prevent its being used on the C-47's. On the first day over 40 enemy aircraft attempted to get through to the field. Aircraft from the 50th, 86th and 358th Fighter Groups destroyed nine FW-190's and one ME-410, damaged five FW-190's, chased the others away. Few enemy planes attempted to get through the second day. Fighters from the 358th Group destroyed a jet-propelled ME-262.

By evening of 10 April the two combat commands were resupplied. A direct hit by an artillery shell had destroyed one C-47 on the ground, the only one lost in the operation. No fighter-bombers were lost. The rejuvenated armored commands, no longer in danger of being wiped out, hammered through the German defenses and slashed deeper into Germany.

The first of the MEW control radars consigned to the 593rd SAW Battalion was sited in the vicinity of Wurzburg and started combat operations under the command of Capt. Melvin R. Erickson on 10 April 1945. Men from the Control Centers and from some of the 593rd's radar units made up the operational personnel. The MEW combined an Ops and a radar unit into one organization.

On 17 April fighter-bombers of the 358th Group helped to free 15,000 Allied prisoners of war near Nurnberg. An American tank column driving toward this PW enclosure was held up by more than 25 German heavy guns set in concrete emplacements 300 yards behind the enclosure. Firing over the enclosure the guns kept a steady barrage of screaming shells in the air. The tanks, with their lighter guns, were unable to return effective fire because of the proximity of the German position to the PW cage. The call went out for fighter-bombers.

Before the apprehensive eyes of Allied prisoners of war the fighter-bombers went to work on the strongly fortified German gun emplacements. Allied tank and artillery guns kept the German ack-ack at a minimum by firing an anti-flak barrage while the fighter-bombers attacked. Buzzing down on the German guns like angry hornets, the fighter-bombers attacked with bombs, rockets and machineguns. When they had finished the guns were silent. The American tanks moved forward, crashed through the wire of the PW cage. The Germans surrendered. Fifteen thousand Allies, no longer apprehensive, were freed.

The disintegration of Nazi Germany was nearly complete. The Western Allies punched forward from the west. The Russian steamroller crushed the Germans in the east, as it rolled in the climactic push of its 2000 mile trek from Stalingrad. In the Bavarian mountain region, the land of the German national redoubt, the Seventh Army hardly paused. A task force from the 10th Armored Division shot forward in a surprise move, captured a bridge at Dillingen, allowed the Americans to cross the

Danube without a stop. Further to the west the First French Army pressed into the mountainous Black Forest region of Southwestern Germany. Overhead the fighter-bombers flew, struck at disorganized German columns, crushed futile German resistance.

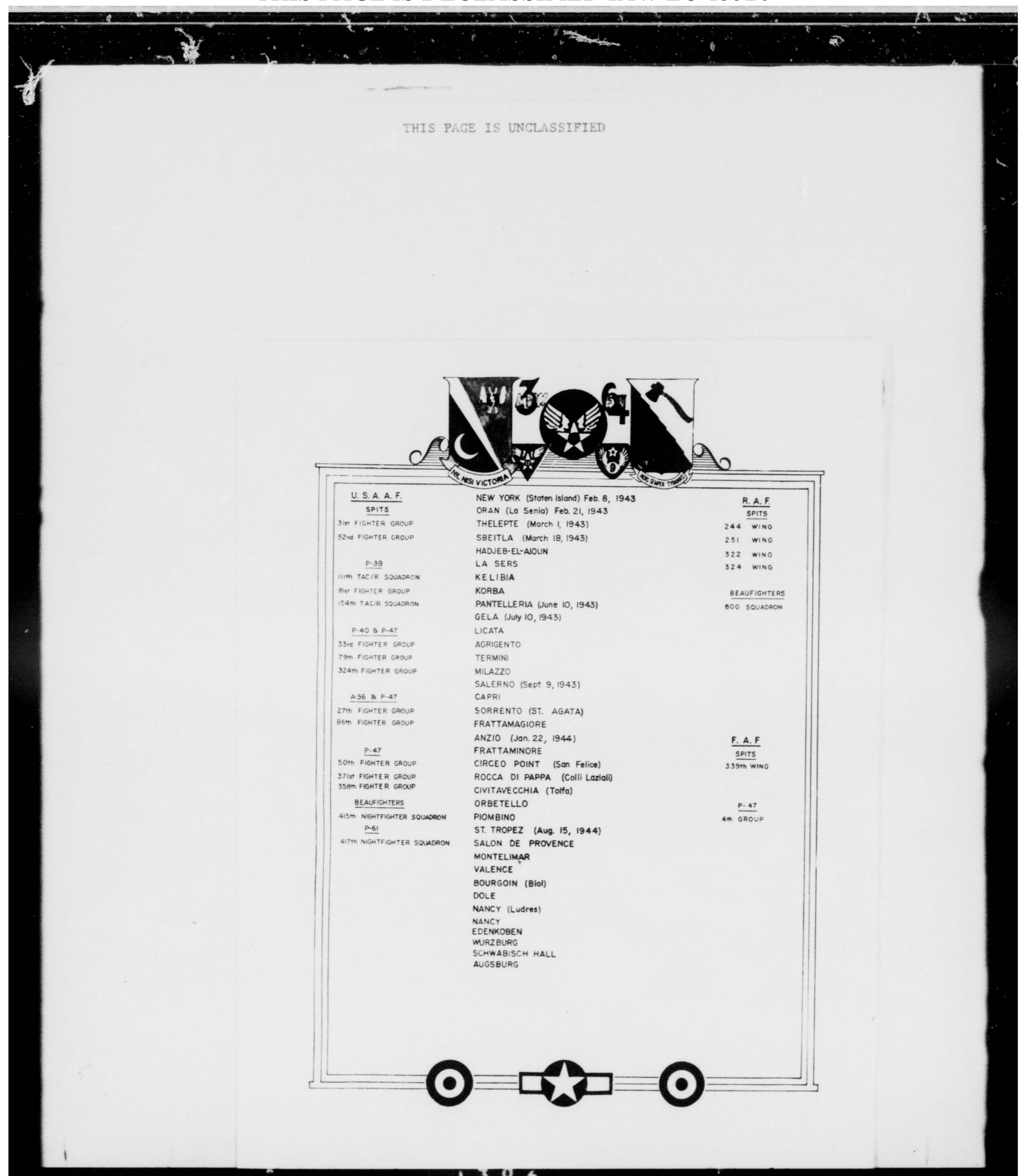
In the last two weeks of the war fighter-bombers pulverized the remaining pieces of the shattered enemy air force. Nazi jet-propelled aircraft had been moved from northern airfields to temporary air strips on the Autobahn near Munich and Augsburg. Center sections of the highway were painted green and garnished with removable shrubbery to camouflage the concrete of the landing strips. Air parks were located in the trees bordering the Autobahn. Planes of the Wing escorting medium bombers on forays against the southern German airfields sighted the parked jet-jobs and plunged to attack. In one day, 157 enemy aircraft were destroyed on the ground. More were destroyed on following days. The work of the 50th and 358th Groups was recognized by Presidential Citations.

The Wing's fighter groups moved to fields closer to the battle area, the 27th to Biblis, 50th to Geibelstadt, 86th to Büttelborn, 324th to Echterdingen and the 358th to Sandhofen. The moves were completed by 25 April when Control Center 2 moved from Nancy to Schwäbisch Hall in the province of Wurttemberg. The village of Schwäbisch Hall nestled in a foothill valley of mountainous Southern Germany. It had been relatively undamaged by Allied air and ground action. School buildings were taken to provide billets for the men and offices for the Control Center and Wing Headquarters. Officers were billeted in the houses of evicted Germans. On 29 April Wing Headquarters moved to Schwäbisch Hall where it resumed operations with Control Center 2.

These were the last days of the European War. Targets for the fighter-bombers were rare. To keep perfect the record of close air cooperation it was necessary to become increasingly watchful, for even with identification panels on Allied vehicles, it was difficult to determine where fleeing Germans began and pursuing Allies left off. During the final days fighter-bombers flew without bombs unless special missions were requested.

On 3 May the MEW moved from Wurzburg to Rieden near Augsburg where it was operational by the 5th of May. Control Center 1 stayed at Edenkoben to supply navigational aid to aircraft based in that vicinity. Operations were dwindling. There seemed to be nothing left to hit. Aircraft were kept over the battlelines on patrol missions. There was little need for close air cooperation.

One minute after midnight on 9 May 1945 the war in Europe was over. The thousand year Reich promised by Nazi leaders ended with nine hundred and eighty-eight years to go.



NIL NISI VICTORIA

U. S. A. A. F.

SPITS
31st FIGHTER GROUP
52nd FIGHTER GROUP

P-39
111th TAC/R SQUADRON
81st FIGHTER GROUP
154th TAC/R SQUADRON

P-40 & P-47
33rd FIGHTER GROUP
79th FIGHTER GROUP
324th FIGHTER GROUP

A-36 & P-47
27th FIGHTER GROUP
86th FIGHTER GROUP

P-47
50th FIGHTER GROUP
371st FIGHTER GROUP
358th FIGHTER GROUP

BEAUFIGHTERS
415th NIGHTFIGHTER SQUADRON

P-61
417th NIGHTFIGHTER SQUADRON

NEW YORK (Staten Island) Feb. 8, 1943
ORAN (La Senia) Feb. 21, 1943
THELEPTE (March 1, 1943)
SBEITLA (March 18, 1943)
HADJEB-EL-AIOUN
LA SERS
KELIBIA
KORBA
PANTELLERIA (June 10, 1943)
GELA (July 10, 1943)
LICATA
AGRIGENTO
TERMINI
MILAZZO
SALERNO (Sept. 9, 1943)
CAPRI
SORRENTO (ST. AGATA)
FRATTAMAGIORE
ANZIO (Jan. 22, 1944)
FRATTAMINORE
CIRCEO POINT (San Felice)
ROCCA DI PAPPA (Colli Laziali)
CIVITAVECCHIA (Tolfa)
ORBETELLO
PIOMBINO
ST. TROPEZ (Aug. 15, 1944)
SALON DE PROVENCE
MONTELIMAR
VALENCE
BOURGOIN (Biol)
DOLE
NANCY (Ludres)
NANCY
EDENKOBEN
WURZBURG
SCHWABISCH HALL
AUGSBURG

R. A. F.

SPITS
244 WING
251 WING
322 WING
324 WING

BEAUFIGHTERS
600 SQUADRON

F. A. F

SPITS
339th WING

P-47
4th GROUP

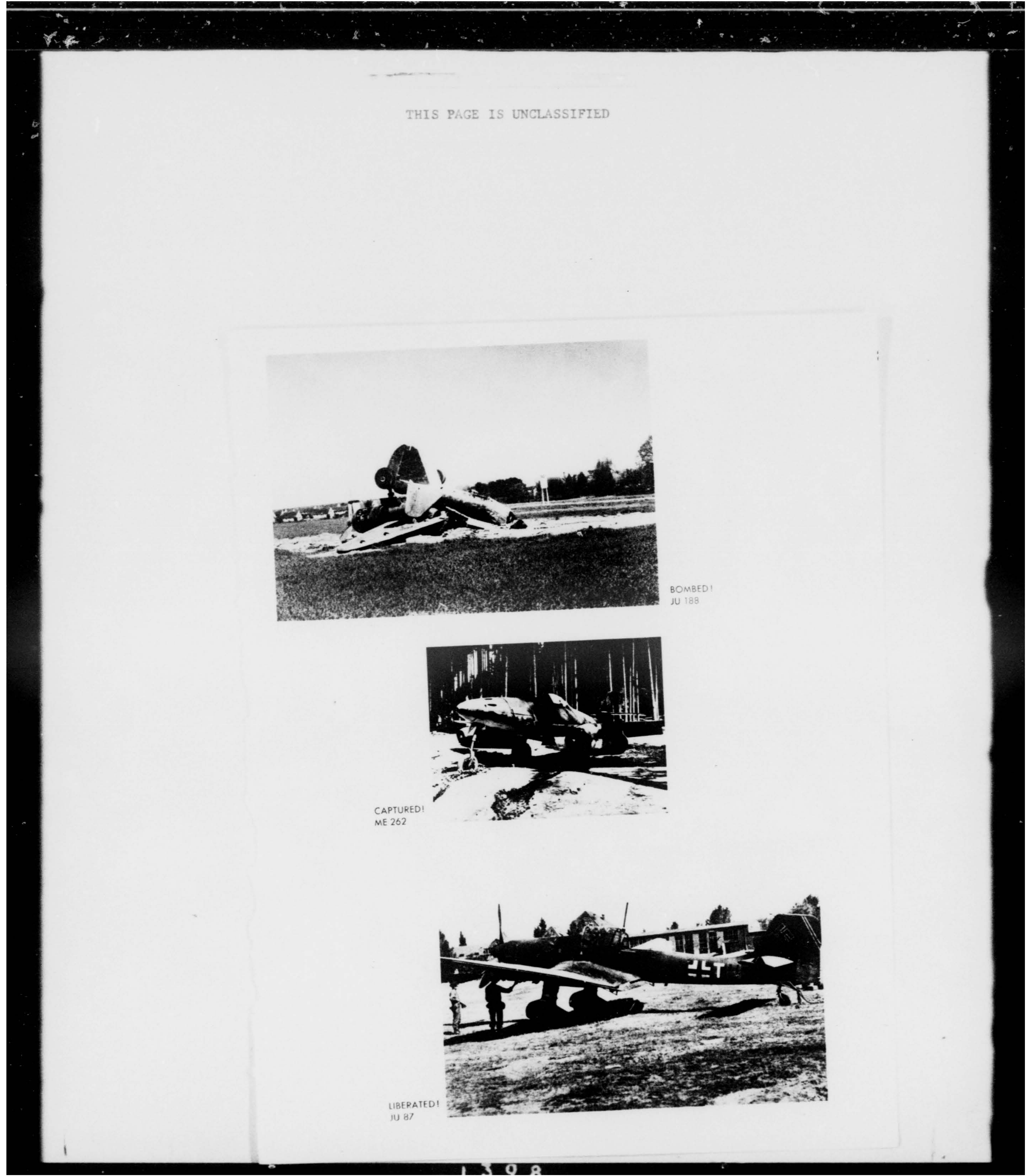


BOMBED!
JU 188

CAPTURED!
ME 262

LIBERATED!
JU 87

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The June sun touched the tops of the trees, moved downward over the scarred fields, cast long shadows behind the farmer and his plow. His shoulders drooped despondently in the loose-fitting Wehrmacht uniform, and his tiredness was mirrored in the slow plod of his aging horse. A pale boy of four scrambled beside them, his thin shadow lost in the furrow. They came to the end of the field and paused before a jumbled pile of masonry and steel. Rubble lay below the chipped face of the emplacement. Green vines climbed the sides of the pillbox, thrust green fingers through the gun slots and over the cratered dome. The farmer stared at it dully, unbelieving.

His son looked up at him.

"Jabos, Daddy?" he quavered.

The farmer nodded.

"Jabos."

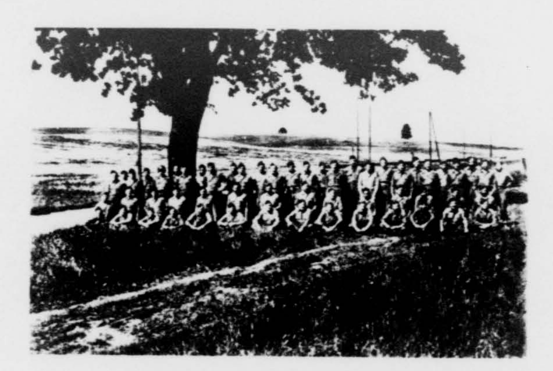


EPILOGUE

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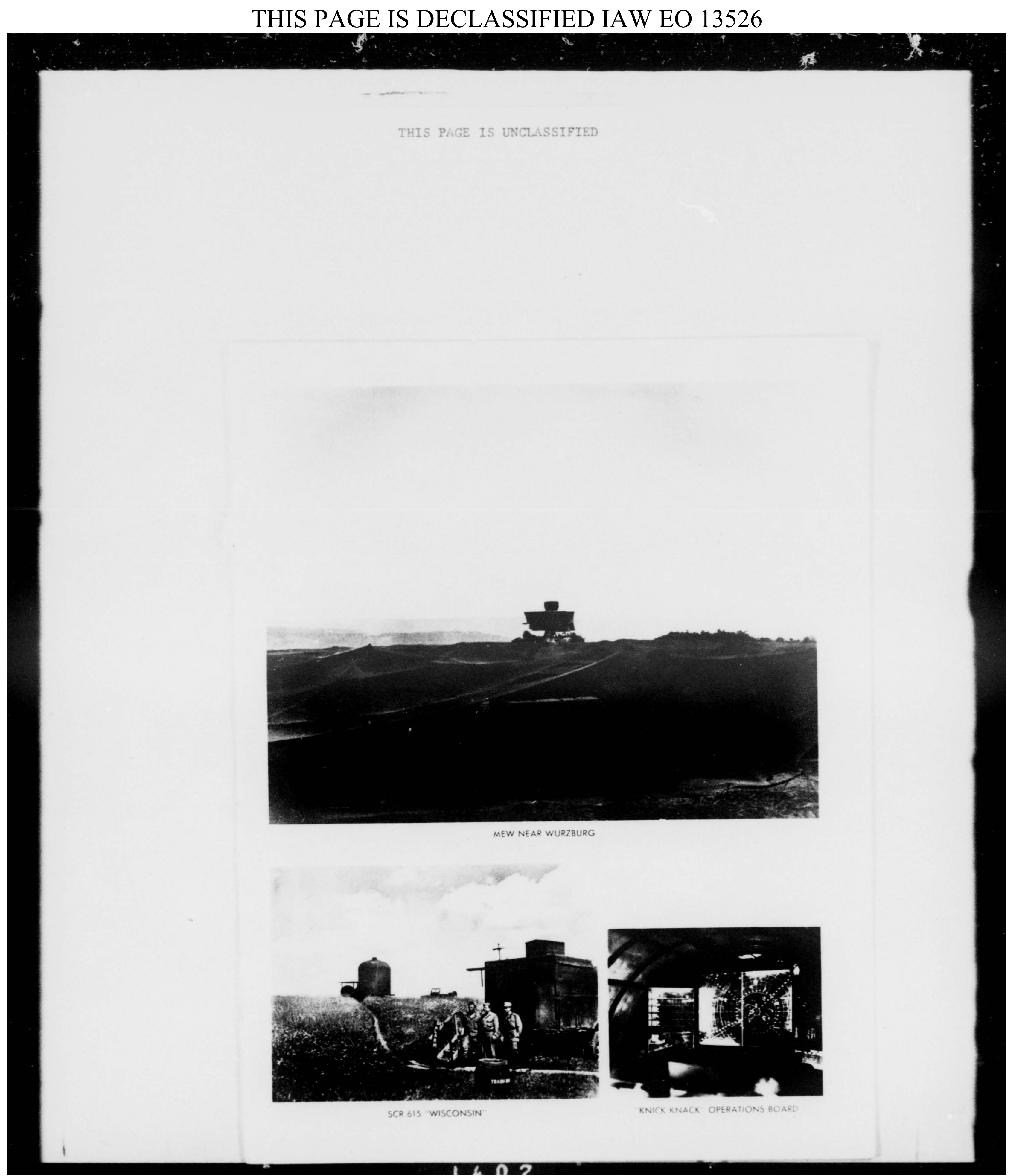
AUTOBAHN



ENLISTED MEN OF "KNICK KNACK"



"JERRY" PRISONERS



MEW NEAR WURZBURG

SCR 615 "WISCONSIN"

"KNICK KNACK" OPERATIONS BOARD

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EPILOGUE

In camps and billets scattered over Southern Germany Wing personnel sat on their bunks, around their mess tables and in their clubs, discussing the point system of discharge. Eighty-five points was the critical score announced by the War Department, points were allotted on the basis of one for each month of service, one for each month of overseas service, five for each campaign star or decoration, and 12 for each dependent child. Even without children most men of the Wing had more than 85 points. They had served an average of three years in the Army with 28 months overseas and had participated in eight grueling campaigns. They had assaulted beaches with the infantry; they had seen friends killed or wounded; they had withstood the rigors of combat and the boredom of rear-echelon; they had guided the development of air cooperation; they wondered if they were needed in the Pacific War.

The bells of V-E Day did not signal the cessation of operations. As long as aircraft traversed the skies of Germany navigational aid would continue to guide lost aircraft and preserve the lives of pilots. The lessons of 28 months of hard campaigning could not be forgotten in the first flush of victory.

Clerks and technicians met increased burdens. Personnel records and equipment had to be in shape. Redeployment time had come. Men and equipment would be moving elsewhere.

In the endless speculative conversations rumors generated.

"Yup, this is the straight dope – we'll be going to the Pacific in July."

"I overheard a major and he was saying they're gonna keep us here in the Army of Occupation. That's no stuff."

"They're putting all men with over 85 points in a separate outfit."

"They tell me 40 men are shipping to the States tomorrow."

"No bull, the 593rd and 582nd are going to be combined into one outfit."

The rumors were partly true. The 593rd SAW Battalion personnel were transferred overnight into the 582nd. A few high-point men did leave for home. There

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was no doubt that some men would remain in the occupation forces and others would go to the Pacific.

The soldiers discovered more recreational facilities than they had hitherto seen overseas. There was swimming in the Kocher River which ran through Hall, and a swimming pool on the outskirts of town. The Wing provided horses which the men could ride through the wooded hills and open fields around Hall. In a luxurious theater requisitioned by the Wing, U. S. O. camp shows or movies played every night. Softball and volleyball leagues were organized and men from the Wing units developed keen rivalries over the merits of their teams. Several of the men, intent on learning to speak German, borrowed textbooks from the Special Service library.

Education activities became more important as leisure hours increased and men thought wishfully of the transition to civilian life. 1st Lt. John M. Moran, Information and Education Officer, and his assistant, Cpl. William R. Jeffries arranged an education program within the Wing to give training in peacetime skills and elective studies on high school and college levels. For men who desired college training overseas the theater-wide civilian university program was made available. I and E sponsored special tours through the famous historical spots of Germany and Austria. Hitler's retreat at Berchtesgaden and the university town of Heidelberg attracted the most interest.

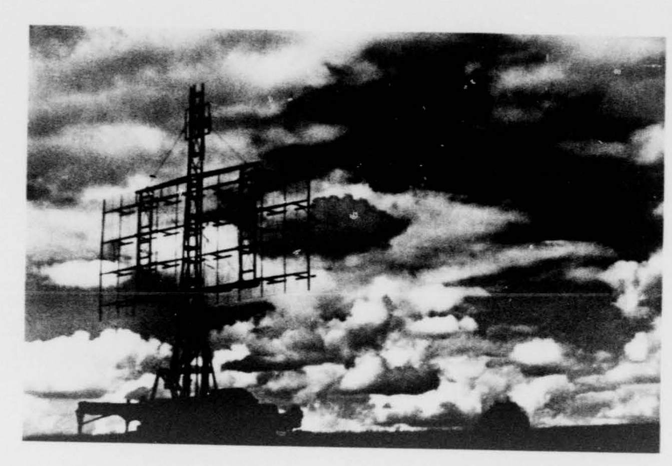
Men talked of the Wing with which they had fought and discussed what the Wing had accomplished. Some of these men were confused. They debated the value of the Wing and its accomplishments. They asked themselves not only "What have I done?" but also "What have we done?" as they attempted to visualize what they would say to their friends, to their wives and sweethearts, to their parents, to their children and grandchildren.

Each man knew he had done a certain job with the Wing. Perhaps he had been a driver, a cook, a radar technician, a mechanic, a controller, a filter officer, a plotter, a filterer, a draftsman, a clerk, a cryptographer, a teletype operator, a VHF technician, a D F operator, a guard, a lineman, an insideman, an electrician, or perhaps he had done one of the other multitude of jobs which were necessary to maintain the control net of the Wing. Each man knew the importance of his job to the operations of the Wing, but had sometimes failed to realize the importance of all the jobs.

Every job had been important. Every job contributed to the success of the Wing. Every job added to the pioneering efforts which saw the Wing develop many of the innovations in control of tactical aircraft. Each man's job was an individual record of accomplishment and it took a total of all men's records to make the Wing's record.

The Wing had a proud record. It started operations in the Tunisian campaign as a defensive organization. It had seen the end of the war in Germany as an offensive organization. In Africa the Wing controlled aircraft which helped to destroy the enemy

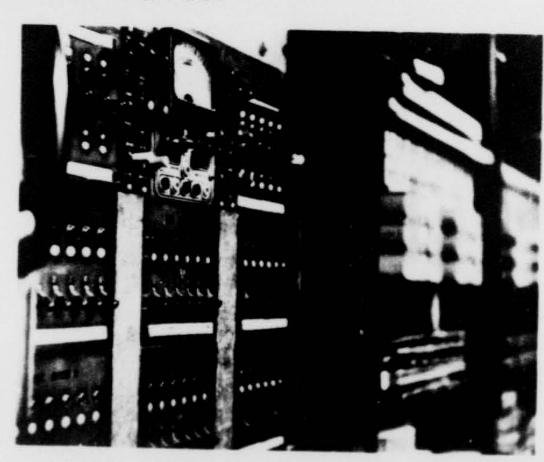
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SCR 270 DA "IOWA"

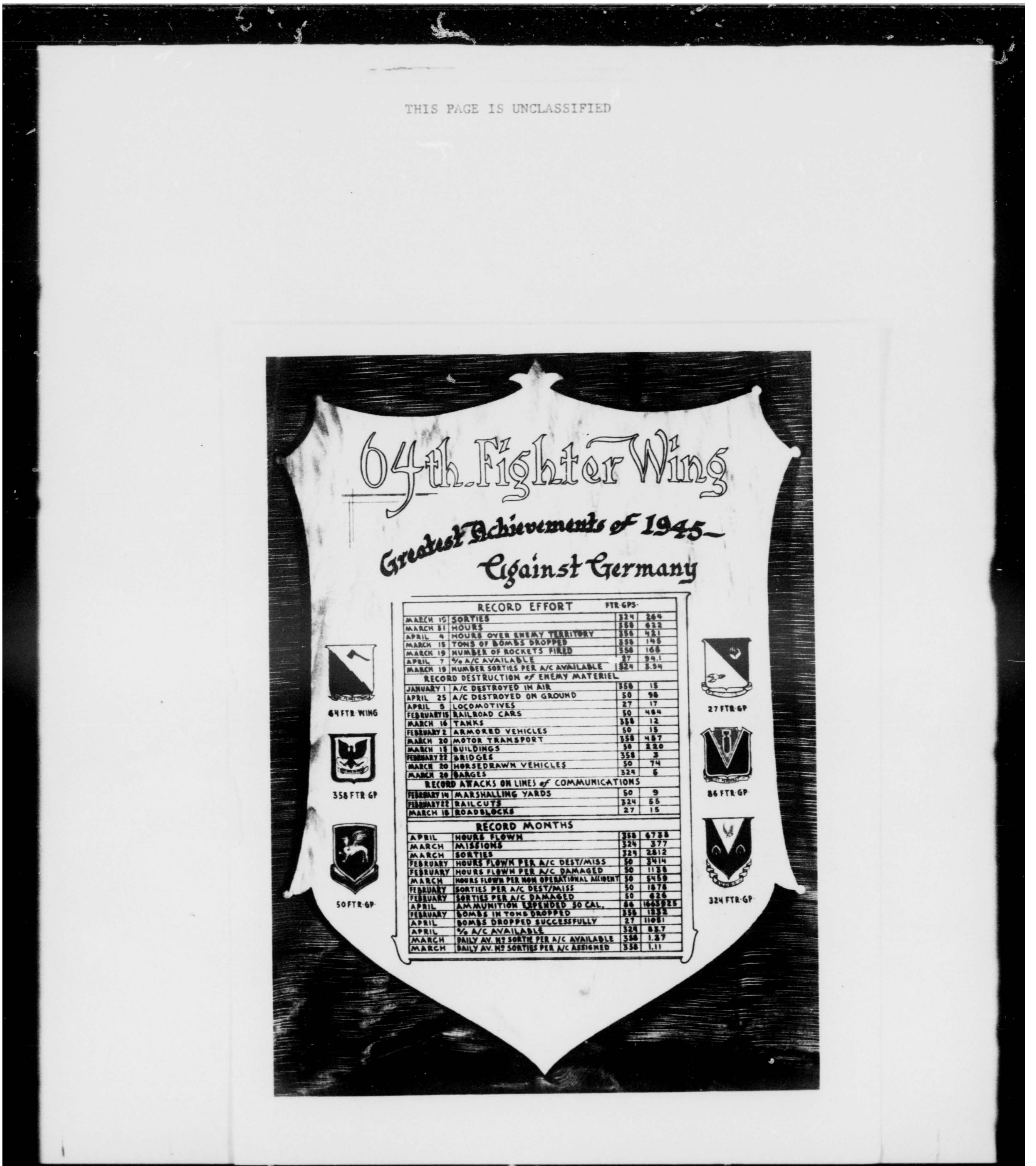


ENLISTED MEN OF "RANGER" CREW



TEST BOARD

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RECORD EFFORT		FTR GPS	
MARCH 15	SORTIES	324	264
MARCH 31	HOURS	358	622
APRIL 4	HOURS OVER ENEMY TERRITORY	358	421
MARCH 15	TONS OF BOMBS DROPPED	358	145
MARCH 19	NUMBER OF ROCKETS FIRED	358	168
APRIL 7	% A/C AVAILABLE	27	94.1
MARCH 19	NUMBER SORTIES PER A/C AVAILABLE	324	3.94
RECORD DESTRUCTION of ENEMY MATERIEL			
JANUARY 1	A/C DESTROYED IN AIR	358	15
APRIL 25	A/C DESTROYED ON GROUND	50	98
APRIL 8	LOCOMOTIVES	27	17
FEBRUARY 15	RAILROAD CARS	50	484
MARCH 16	TANKS	358	12
FEBRUARY 2	ARMORED VEHICLES	50	15
MARCH 20	MOTOR TRANSPORT	358	487
MARCH 15	BUILDINGS	50	220
FEBRUARY 22	BRIDGES	358	3
MARCH 20	HORSEDRAWN VEHICLES	50	74
MARCH 20	BARGES	324	6
RECORD ATTACKS ON LINES of COMMUNICATIONS			
FEBRUARY 14	MARSHALLING YARDS	50	9
FEBRUARY 22	RAILCUTS	324	55
MARCH 18	ROADBLOCKS	27	15
RECORD MONTHS			
APRIL	HOURS FLOWN	358	6738
MARCH	MISSIONS	324	377
MARCH	SORTIES	324	2812
FEBRUARY	HOURS FLOWN PER A/C DEST/MISS	50	3414
FEBRUARY	HOURS FLOWN PER A/C DAMAGED	50	1138
MARCH	HOURS FLOWN PER NON OPERATIONAL ACCIDENT	50	5459
FEBRUARY	SORTIES PER A/C DEST/MISS	50	1878
FEBRUARY	SORTIES PER A/C DAMAGED	50	626
APRIL	AMMUNITION EXPENDED 50 CAL.	86	1663925
FEBRUARY	BOMBS IN TONS DROPPED	358	1232
APRIL	BOMBS DROPPED SUCCESSFULLY	27	11081
APRIL	% A/C AVAILABLE	324	83.7
MARCH	DAILY AV. No SORTIE PER A/C AVAILABLE	358	1.37
MARCH	DAILY AV. No SORTIES PER A/C ASSIGNED	358	1.11

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air effort. In Germany the Wing controlled fighter-bombers which helped to destroy the enemy ground effort. The Wing's aircraft saved lives by shooting down German bombers, saved other lives by smashing obstacles in front of Allied ground troops. Operations officers, intelligence officers, controllers, D/F operators and radar operators saved thousands of pilot lives by navigational aids and homings, saved hundreds more by air-sea rescues. These were the records of accomplishment.

The men of the Wing could tell of these accomplishments and tell of them proudly. They could tell of the movement of the Wing, a movement which was always forward, always toward victory. Final victory waited in the Pacific.

The End.

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AN/TPS-10



OFFICERS AND ENLISTED MEN OF "KNICK KNACK"



THREE SWASTIKAS
OPS ROOM SCR 527 "DAKOTA"
LTS. JOHN HROVATH AND BURTON E. ROBBINS

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VHF TEAM AT "KNICK KNACK"

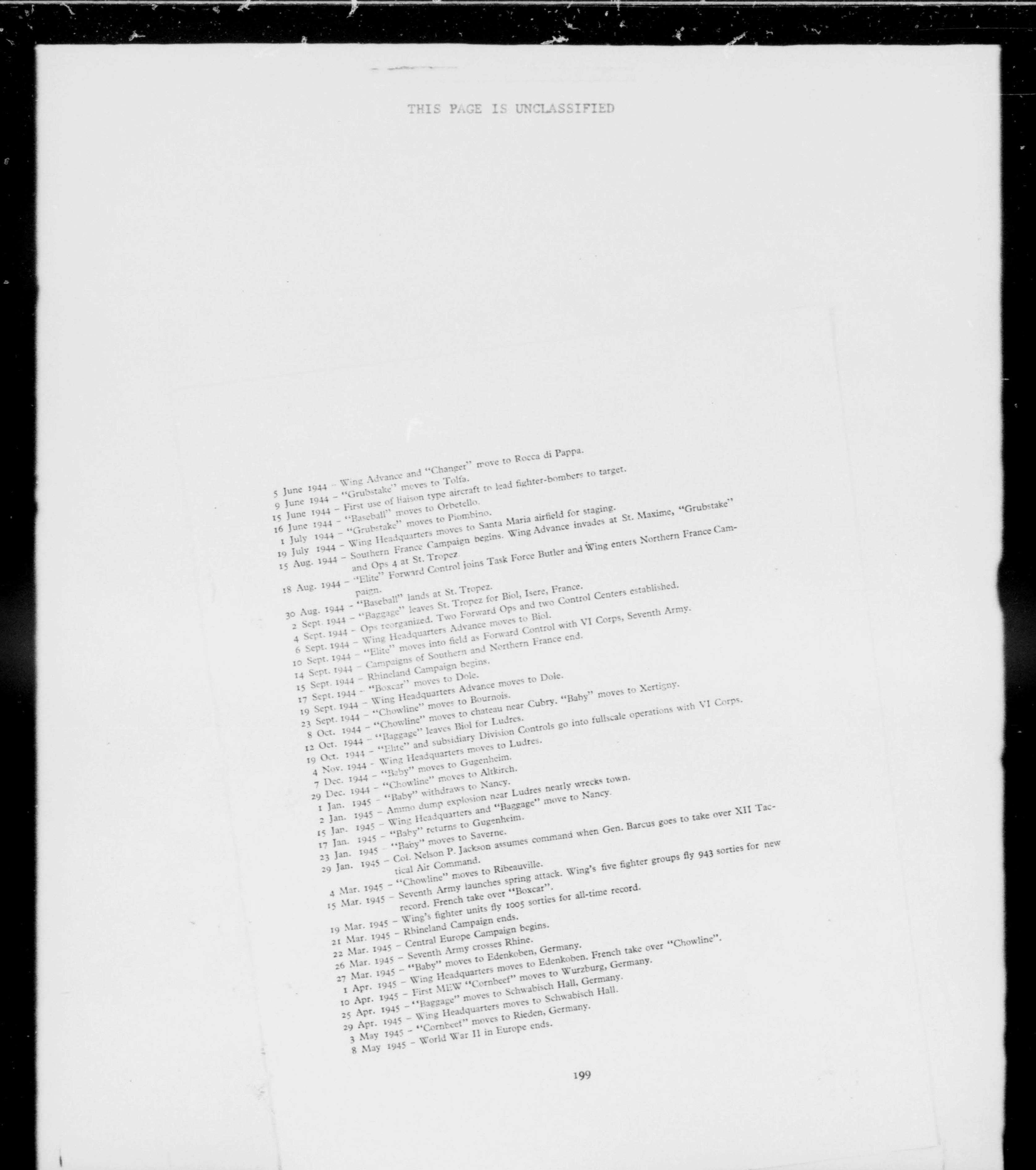
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SCHWABISCH HALL

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CHRONOLOGY

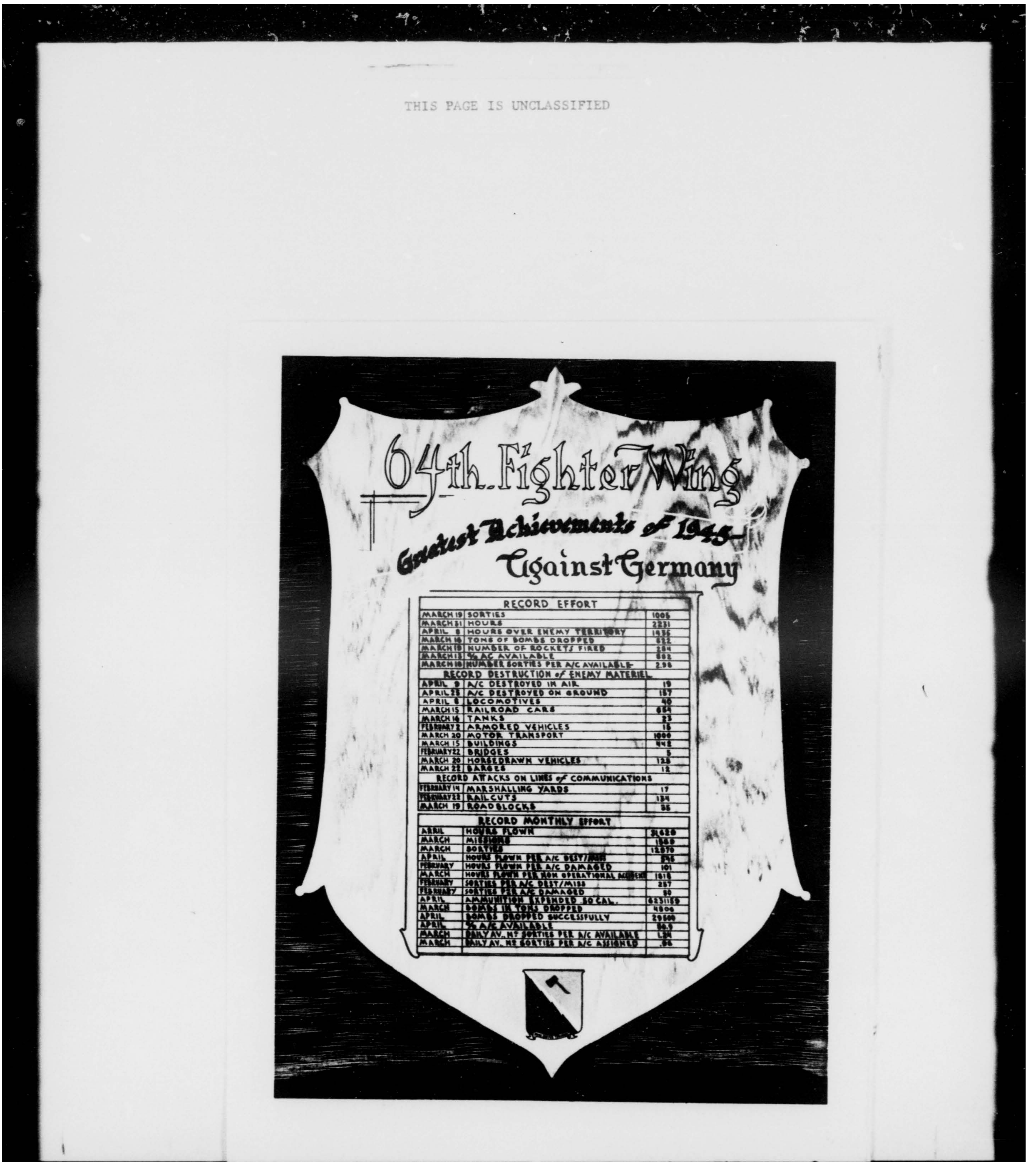
12 Dec. 1942 – 3rd Air Defense Wing activated at Mitchel Field, New York.
23 Dec. 1942 – Col. Robert S. Israel assumes command.
7 Feb. 1943 – Wing embarks on M. S. Sloterdyk with 82nd Fighter Control Squadron at Staten Island, New York.
22 Feb. 1943 – Disembarkation at Mers-el-Kebir, Algeria, Africa.
15 Mar. 1943 – "Goodluck" moves to Thelepte.
18 Mar. 1943 – "Grubstake" formed. "Goodluck" remains Main Ops.
21 Mar. 1943 – Wing Headquarters moves to Tebessa.
12 Apr. 1943 – "Grubstake" and "Goodluck" move to La Sers.
13 May 1943 – Tunisian Campaign ends.
14 May 1943 – Sicilian Campaign (air) begins.
18 May 1943 – "Grubstake" moves to Kelibia, Tunisia. "Goodluck" moves to Korba, Tunisia.
11 June 1943 – Invasion of Pantelleria. Pantellerian Unit lands on D-Day.
12 June 1943 – Lampedusa surrenders to Wing air-sea rescue pilot.
10 July 1943 – Invasion of Sicily. Wing Advance and "Hatband" land in two sections at Gela and Licata.
19 July 1943 – "Grubstake" moves to Agrigento from Gela.
24 July 1943 – Col. John R. Hawkins assumes command.
27 July 1943 – "Grubstake" moves to Termini.
12 Aug. 1943 – 3rd Air Defense Wing redesignated 64th Fighter Wing.
17 Aug. 1943 – Sicilian Campaign ends.
2 Sept. 1943 – "Hatband" and Wing Headquarters assemble on Cape Milazzo.
5 Sept. 1943 – "Grubstake" moves to Cape Milazzo.
9 Sept. 1943 – Invasion at Salerno, Italy. Wing Advance and "Changer" land near Monte Corvino. Naples-Foggia Campaign begins.
18 Sept. 1943 – "Douglas" lands on Isle of Capri.
3 Oct. 1943 – Wing and "Changer" move to Frattamaggiore.
13 Oct. 1943 – "Grubstake" moves to St Agata.
20 Oct. 1943 – "Douglas" leaves Capri to join Wing Headquarters at Frattamaggiore.
21 Jan. 1944 – Naples-Foggia Campaign ends.
22 Jan. 1944 – Wing Advance and "Grubstake" land at Anzio. Rome-Arno Campaign begins.
28 Jan. 1944 – 31 enemy aircraft destroyed, 1 probable, 11 damaged over Anzio.
22 Feb. 1944 – SCR 584 first used for control of fighter aircraft.
15 Apr. 1944 – "Baseball" activated at Frattamaggiore.
27 Apr. 1944 – Brig. Gen. Glenn O. Barcus takes over from Gen. Hawkins who goes to command I Fighter Command.
31 May 1944 – Wing Advance and "Changer" move to San Felice di Circeo.



5 June 1944 – Wing Advance and "Changer" move to Rocca di Pappa.
9 June 1944 – "Grubstake" moves to Tolfa.
15 June 1944 – First use of liaison type aircraft to lead fighter-bombers to target.
16 June 1944 – "Baseball" moves to Orbetello.
1 July 1944 – "Grubstake" moves to Piombino.
19 July 1944 – Wing Headquarters moves to Santa Maria airfield for staging.
15 Aug. 1944 – Southern France Campaign begins. Wing Advance invades at St. Maxime, "Grubstake" and Ops 4 at St. Tropez.
18 Aug. 1944 – "Elite" Forward Control joins Task Force Butler and Wing enters Northern France Campaign.
30 Aug. 1944 – "Baseball" lands at St. Tropez.
2 Sept. 1944 – "Baggage" leaves St. Tropez for Biol, Isere, France.
4 Sept. 1944 – Ops reorganized. Two Forward Ops and two Control Centers established.
6 Sept. 1944 – Wing Headquarters Advance moves to Biol.
10 Sept. 1944 – "Elite" moves into field as Forward Control with VI Corps, Seventh Army.
14 Sept. 1944 – Campaigns of Southern and Northern France end.
15 Sept. 1944 – Rhineland Campaign begins.
17 Sept. 1944 – "Boxcar" moves to Dole.
19 Sept. 1944 – Wing Headquarters Advance moves to Dole.
23 Sept. 1944 – "Chowline" moves to Bournois.
8 Oct. 1944 – "Chowline" moves to chateau near Cubry. "Baby" moves to Xertigny.
12 Oct. 1944 – "Baggage" leaves Biol for Ludres.
19 Oct. 1944 – "Elite" and subsidiary Division Controls go into fullscale operations with VI Corps.
4 Nov. 1944 – Wing Headquarters moves to Ludres.
7 Dec. 1944 – "Baby" moves to Gugenheim.
29 Dec. 1944 – "Chowline" moves to Altkirch.
1 Jan. 1945 – "Baby" withdraws to Nancy.
2 Jan. 1945 – Ammo dump explosion near Ludres nearly wrecks town.
15 Jan. 1945 – Wing Headquarters and "Baggage" move to Nancy.
17 Jan. 1945 – "Baby" returns to Gugenheim.
23 Jan. 1945 – "Baby" moves to Saverne.
29 Jan. 1945 – Col. Nelson P. Jackson assumes command when Gen. Barcus goes to take over XII Tactical Air Command.
4 Mar. 1945 – "Chowline" moves to Ribeauville.
15 Mar. 1945 – Seventh Army launches spring attack. Wing's five fighter groups fly 943 sorties for new record. French take over "Boxcar".
19 Mar. 1945 – Wing's fighter units fly 1005 sorties for all-time record.
21 Mar. 1945 – Rhineland Campaign ends.
22 Mar. 1945 – Central Europe Campaign begins.
26 Mar. 1945 – Seventh Army crosses Rhine.
27 Mar. 1945 – "Baby" moves to Edenkoben, Germany.
1 Apr. 1945 – Wing Headquarters moves to Edenkoben. French take over "Chowline".
10 Apr. 1945 – First MEW "Cornbeef" moves to Wurzburg, Germany.
25 Apr. 1945 – "Baggage" moves to Schwabisch Hall, Germany.
29 Apr. 1945 – Wing Headquarters moves to Schwabisch Hall.
3 May 1945 – "Cornbeef" moves to Rieden, Germany.
8 May 1945 – World War II in Europe ends.

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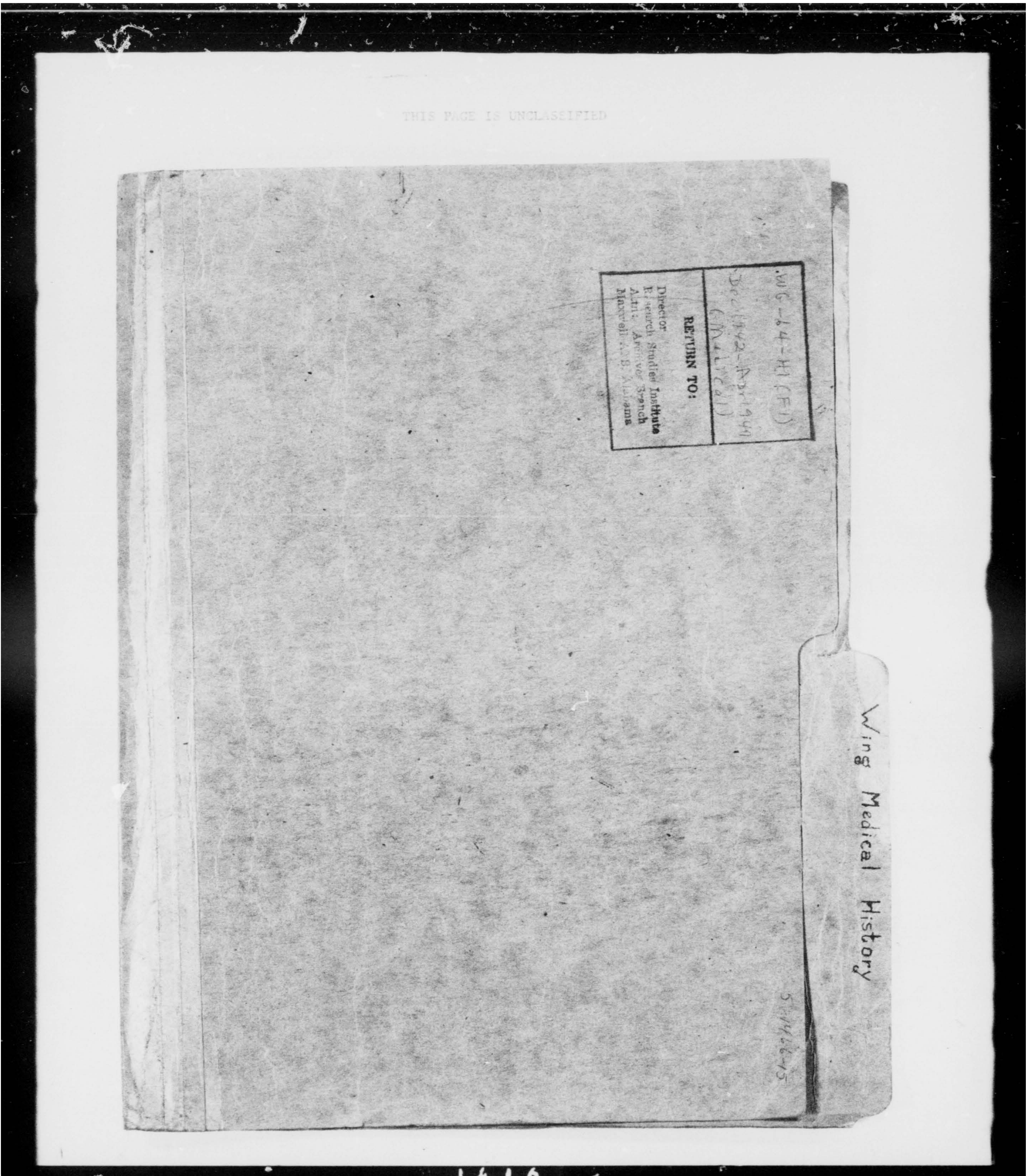


64th Fighter Wing

Greatest Achievements of 1945 Against Germany

RECORD EFFORT		
MARCH 19	SORTIES	1005
MARCH 31	HOURS	2231
APRIL 8	HOURS OVER ENEMY TERRITORY	1435
MARCH 16	TONS OF BOMBS DROPPED	622
MARCH 19	NUMBER OF ROCKETS FIRED	284
MARCH 13	% AC AVAILABLE	882
MARCH 18	NUMBER SORTIES PER A/C AVAILABLE	2.98
RECORD DESTRUCTION of ENEMY MATERIEL		
APRIL 9	A/C DESTROYED IN AIR	19
APRIL 25	A/C DESTROYED ON GROUND	157
APRIL 8	LOCOMOTIVES	40
MARCH 15	RAILROAD CARS	654
MARCH 16	TANKS	23
FEBRUARY 2	ARMORED VEHICLES	15
MARCH 20	MOTOR TRANSPORT	1000
MARCH 15	BUILDINGS	442
FEBRUARY 22	BRIDGES	5
MARCH 20	HORSEDRAWN VEHICLES	125
MARCH 22	BARGES	12
RECORD ATTACKS ON LINES of COMMUNICATIONS		
FEBRUARY 14	MARSHALLING YARDS	17
FEBRUARY 22	RAILCUTS	134
MARCH 19	ROADBLOCKS	35

RECORD MONTHLY EFFORT		
APRIL	HOURS FLOWN	31620
MARCH	MISSIONS	1589
MARCH	SORTIES	12570
APRIL	HOURS FLOWN PER A/C DEST/MISS	546
FEBRUARY	HOURS FLOWN PER A/C DAMAGED	101
MARCH	HOURS FLOWN PER NON OPERATIONAL ACCIDENT	1818
FEBRUARY	SORTIES PER A/C DEST/MISS	257
FEBRUARY	SORTIES PER A/C DAMAGED	50
APRIL	AMMUNITION EXPENDED .50 CAL.	6231159
MARCH	BOMBS IN TONS DROPPED	4806
APRIL	BOMBS DROPPED SUCCESSFULLY	29500
APRIL	% A/C AVAILABLE	86.5
MARCH	DAILY AV. No SORTIES PER A/C AVAILABLE	1.34
MARCH	DAILY AV. No SORTIES PER A/C ASSIGNED	.96



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HEADQUARTERS
64TH FIGHTER WING
APO 62 US ARMY

M-P-2

3 April 47

Bad Kissingen, Germany
2 April 1947

WING MEDICAL HISTORY
April 1947

1. The VD rate for March 1947 was 81.54 cases per thousand per annum for the entire Wing. This is a decided drop from last month when the rate reached a new high of 201.37 cases per thousand per annum.

2. In order to combat the VD rate within the Wing a program was instituted this month at all 64th Ftr Wg bases whereby all personnel returning from pass are required to sign-in at the base prophylactic station; also all personnel who return to their bases intoxicated are required to take a prophylaxis. This program should facilitate the use of an official prophylactic station by those having contact and end the old excuse used by personnel contracting VD, " I didn't know where a pro station was located".

3. 1st Lt. Andrew T[illegible], MC, 0-171[illegible]287, was appointed Flight Surgeon, per PO #8, USAFE, 10 March 1947. This is the only change in status within the professional branch for March.

4. One death was reported this month.

Delaney, James nmi S/Sgt 15 0[illegible] AC

Date of death : 2330 hours, 15 March 1947.

Place of death: Schweinfurt Air Base

[illegible] E. FAUCETTE
2nd Lt, WAC
Wg Med Adm Officer

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STMCH - 17
WD Registry No.

RESTRICTED

HEADQUARTERS
64TH FIGHTER WING
APO 62 US ARMY

Bad Kissingen, Germany
31 Jan 1947

SUBJECT: Medical History of the 64th Fighter Wing

TO: Commanding General, XII Tactical Air Command, APO 62, US Army
(Attn: Command Surgeon)

1. In compliance with directions in AR 40-1005 and WD Ltr. AG 319.1 (9-15-12) EGM, 22 September 1942, subject: "Annual Reports, Medical Department Activities", the following history of Medical Department activities is submitted for the period of 1 January 1946 through 31 December 1946. This history includes that of all units operating under Headquarters 64th Fighter Wing and also Headquarters and Headquarters Squadron.

a. Activation and Early History.

(1) The 64th Fighter Wing was activated as the 3rd Air Defense Wing 12 December 1942 at Mitchell Field, New York, Per Par 11, GO # 31, First Fighter Command. While at Mitchell Field all personnel of the command were immunized for overseas duty. Lectures were given two hours a day to the medical personnel on first aid, treatment of shock, chlorination of water, etc.

(2) The organization departed for foreign duty 8 February 1943, and arrived at Oran, Africa, 22 February 1943. It immediately moved to a bivouac area five miles northwest of St. Barb, called by the personnel "Mud Hill". Since it was only a temporary area the dispensary equipment was not set up. All patients on sick call were taken to the 159th Aviation Medical Dispensary, which was set up in the immediate area.

(3) The initial mission of the Wing was to operate the Air Defense system of Algiers, but Colonel Israel, Commanding Officer, did not relish an assignment in a quiet sector. He was able to get the Wing assigned to the Thelepte section, and thus the 3rd became the first American Fighter Wing to enter a combat area. From that time till the cessation of hostilities the wing was intimately associated with such names as Tunisia, Pantelleria, Sicily, Salerno, Anzio, Cassino, Cisterna, St. Tropez, St. Maxime, Nancy, Landres, Battle of the Bulge, Saarland, Edenkoben, Schwabisch Hall, and Darmstadt. On 12 August 1943, in Sicily, the 3rd Air Defense Wing was redesignated the 64th Fighter Wing, VOCG, XII Tactical Air Command.

1618

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(4) During the entire year 1946 the 64th Fighter Wing operated next door to the parent organization, XII Tactical Air Command, in Bad Kissingen. The move from Darmstadt had been accomplished 1 December 1945.

(5) The Original T/O & E was as follows:

HEADQUARTERS

One (1) Lt. Colonel MC
One (1) Major MC
One (1) 1st Lt. MAC
One (1) Technical Sgt
One (1) Staff Sgt.
One (1) Corporal
One (1) Pvt. 1st Cl.

HEADQUARTERS SQUADRON

One (1) Captain MC
One (1) Staff Sgt.
Four (4) Corporals
Two (2) Pvt. 1st Cl.

EQUIPMENT

	Hq.	Hq Sq.
99135 Brassard, Geneva Convention	16	1
97115 Kit, Medical Officer	4	5
97110 Kit, Non-Commissioned O.	4	2
97120 Kit, Private	1	
97685 Packet, First Aid, Parachute	22	
97765 Kit, First Aid Aeronautic	6	
97774 Kit, First Aid, Motor Vehicle 12 Unit	4	
99350 Litter Wood		4
99090 Blanket		8
99305 Squadron Aid Station		1

(6) Medical Personnel assigned to the Wing Headquarters Squadron maintained an aid station throughout the participation of the Wing in battle. Since the end of the war, however, the squadron has had dispensary service available. A new T/O & E made effective ax 9 September 1944 cut the authorized personnel and equipment to this:

HEADQUARTERS

One (1) Lt. Colonel MC
One (1) Technical Sergeant
One (1) Staff Sergeant

HEADQUARTERS SQUADRON

NONE

EQUIPMENT

Headquarters: None

Headquarters Squadron: None

b. Medical Organization.
(1) There was not at any time during 1946 any Medical Service

performed by 64th Wing Headquarters and Headquarters Squadron. The Headquarters, located at Bad Kissingen Air Base during the entire year, received medical coverage from the 221st Medical Dispensary, Aviation.

(2) The following Medical Department Officers and men were assigned to Hq 64th Fighter Wing as of the beginning of the year:

Jack L. Doughtie, Lt. Colonel, MC., Wing Surgeon
John J. Bahnak, 1st Lt., MAC, Wing Med Adm. Officer
S/Sgt Robert M. Craig
Cpl John J. Gilmore
Pfc James I. Pearson

(3) Captain Philip B. Watkins was assigned as Assistant Wing Surgeon in February. Colonel Doughtie, Lt. Bahnak, and S/Sgt Craig were redeployed during March, and Captain Watkins was made Wing Surgeon. Cpl Gilmore was promoted to the grade of Sgt the same month. Lt. Reese E. Faucette, 2nd Lt. MAC, arrived in April, to take over the duties of Wing Medical Administrative Officer, though there was no T/O and E vacancy for that position. Pfc Pearson was promoted to Cpl 1st of May. Sgt Gilmore was redeployed in June, and S/Sgt Richard G. Oldiges took his place. Captain Watkins was promoted to the rank of Major in June, and was redeployed to the ZI on 15 July.

(4) The redeployment of Major Watkins was an experiment in Medical Administration, since there was no Medical Corps Officer to replace him. This left 2nd Lt. Faucette, MAC, in charge of the Wing Surgeon's office. This arrangement seemed to work satisfactority, as it was adopted in the 70th Fighter Wing shortly afterward.

(5) S/Sgt Oldiges was transferred to the A-2 Section in August, and was replaced by Pfc Bobbie G. Snook. Cpl Pearson was redeployed in October, leaving only Lt. Faucette and Pfc Snook in the Surgeon's Office for the remainder of the year.

(6) The Wing Medical Department began the year with sixteen (16) officers and twenty-three (23) enlisted men against a T/O & E of forty (40) officers and one hundred fifty eight (158) enlisted men. It ended the year with twenty-four (24) officers and sixty-four (64) enlisted men assigned under a T/O & E for twenty-eight (28) Officers and eighty-four (84) enlisted men. Officers by Name, Grade, Component, and category at the end of the year are listed in Table I.

(7) Emphasis at the beginning of the year was on the functional breakdown of units under the Wing, with reports coming into

the Surgeon's office from each of the Groups and Liaison Squadrons. However, with the establishment of dispensaries on the different airfields and the designation of the different fields as Army Air Bases, the emphasis has swung over to a geographical breakdown. Thus the reports come into the Surgeon's office from each of the Air Bases and Liaison Squadrons. All units receiving care at each of the dispensaries are included in the report from the dispensary. Due to problems arising from shortages of Medical Department Officers during the spring and summer, the Medical Service was removed from the 7th and 47th Liaison Squadrons. Their medical support had to be obtained from the Ground Forces Dispensaries in Heidelberg and Frankfurt. Medical Officers were restored to the two Liaison Squadrons in November, the aftermath of an accident on the 47th Liaison Airstrip which was unattended by a Medical Officer. The 14th Liaison Squadron at Bamberg had no Medical Officer after the middle of August, when Lt. Wylie was moved from there to Schweinfurt Air Base. However, two Medical Department enlisted men were assigned to give first aid.

(8) Units Submitting Medical Department Reports to this Headquarters at the end of the year were:

*Nordholz AAB
Fritzlar AAB
Schweinfurt AAB
* *Lechfeld AAB
7th Liaison Squadron (Heidelberg)
* * * 14th Liaison Squadron (Bamberg)
47th Liaison Squadron (Frankfurt)

* Scheduled to close shortly and already inoperative.
* * Scheduled to close shortly
* * * Care of Flyers, Venereal Disease, and special reports only.

(9) Units receiving medical coverage from the Wing Medical Department as of December 31 1946, are listed by location and strength in Table II.

c. Administration.

(1) Administrative problems during the year were largely confined to the supervisory function of the Wing Medical Department. Only one major move, when the 86th Fighter and the 486th Air Service Groups were moved from Nordholz to Lechfeld, was accomplished during the year. Wing Headquarters remained in Bad Kissingen the entire year. Billets for Wing personnel were always ample with the possible exception of a few isolated cases, and few major difficulties were encountered in making the billets meet the standards conducive to healthful living. Redeployment inroads into the Medical Department provided the greatest obstacle to overcome in providing good medical service to the Wing military personnel.

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(2) All Medical Department reports initiated in the Wing are processed through the Wing Surgeon's Office. In addition to these customarily recurring reports, numerous reports of special and various natures are handled. Recurring reports submitted from lower units to this headquarters are:

* Monthly Sanitary Report
"#$* Monthly Venereal Disease Report
* Report of Sick and Wounded
" Report of Medical Department Personnel
$#" Statistical Health Report
" Care of Flyers Report
$#* USAFE Personnel Report
* Emergency Medical Tag
$#* Individual Report of Venereal Disease
* Medical Officers Report of Aircraft Accident
$#* Report of Unusual Incidence of Communicable Disease
$# Report of Venereal Disease in Officer Personnel
Report of Dental Service

* Review, analyze, obtain corrections, provide comments, and forward to XII TAC.
" Consolidate and send forward.
$ Obtain Report over telephone.
\# Forward Report over telephone.

(3) Great difficulty was experienced during the first half of the year in processing the reports received from the different units; indeed, this difficulty was never completely solved. There seemed to be a never-ending processing of instructions, relating to the proper preparation and submission of the various reports, popping up from various and sundry directives and communications, both old and new. The XII TAC Surgeon's Office offered one "bible", the XII TAC Memo 25-5, which was very comprehensive and indispensable to the submission of the reports, but instructions for the preparation of the reports were scattered in more than two dozen directives. This meant that to properly dispatch a report one needed to be an expert on ETO idiosyncracies; and experts in the midst of the mad whirl of redeployment were scarce indeed. In order to combat this situation an un-numbered memorandum was published 25 June outlining the proper preparation and submission of Medical Department Reports. This memorandum, 25 pages long, was an attempt to consolidate all current directives relative to Medical Reports into a concise outline form to be use as a comprehensive check list for all reports. It covered not only proper methods of submission, but itemized methods of preparation as well. From that day throughout the remainder of the year the reports from the units staggered toward a uniformity, and errors greatly lessened. But the directives were never-ending and everchanging. Within two months the un-numbered memorandum was hopelessly outdated. A new memorandum, 64th Fighter Wing Memorandum 25-1, was distributed 5 September 1946. The Memo-25-1 was 29 pages long, and assembled

somewhat along the lines of the earlier memorandum. However, the 25-1 was purposely made to be put into a looseleaf folder in order that new pages should be substituted each time a new directive or a new interpretation of an older one came from higher headquarters. Thus no "changes" or superseding memorandum are needed to keep the information current. When any information on a page becomes defunct the whole new page is substituted and the old one thrown away. All pertinent information can be kept under one cover. Several new pages were needed each week through September, October and the first part of November to keep the memorandum current. Since that time it has been virtually impossible to keep it up to date, due to the fact that one of the three military personnel assigned to the Wing Surgeon's Office was redeployed in October and no one arrived before the end of the year to take his place. However, all information coming through the office pertinent to changes in procedure has been carefully filed in order that it will be brought up to date at the earliest possible moment. All the work required in the preparation and keeping up-to-date of Memorandum 25-1 has been repaid ten-fold in the saving of time and energy required for the processing of the reports through this headquarters.

(4) The Monthly Sanitary Report has been the most troublesome of all Medical Department Reports. This seems to be due to (a) the importance of the report, (b) the great number of directives pertaining to it, and (c) the unfamiliarity of the Commanding Officer at each base with the indorsement. Nothing could be done about the importance of the report. The great number of directives pertaining to it were condensed in the memorandum from the Wing Surgeon's Office, with gratifying results. A special letter, Hq. 64FW, File No. 721.5, 20 August 1946, was sent to each commanding officer outlining his preparation of the indorsement. Results were immediate. A new letter was sent in December reiterating and enlarging on the first one, since all the earlier commanding officers had moved on and had apparently taken all the copies of the first letter with them. Once again, results were immediate.

(5) An elusive problem has been constantly present in the preparation of the Monthly Statistical Venereal Disease Report. It is: Shall we or shall we not count our syphilis cases, which are never treated and are seldom diagnosed in the dispensaries, when we compute our Venereal Disease rates? There has been a definite swing away from unit reporting, as already pointed out, and a definite swing toward geographical reporting of Medical Department facts and figures. Also, there seems to be a recent move to spot Venereal Disease at its source. This would indicate that each base should report all Venereal Disease cases among all units assigned for medical support. Yet figures from the USFET MD Form 302's prepared at the Wing dispensaries tell us that one third of all Venereal Disease cases in the Wing comes from contacts far distant from the base, made during leave and furlough time. Another third comes from towns and villages in outlying territories. That leaves only one third of the VD contacts who seduce our men within easy range of the base. Black and white print implies that the



syphilis and other cases sent to the hospitals for diagnosis and treatment should be included in the reports emanating at the source of the treatment--in other words, at the hospital. Another good question which has received many answers is this: Who is charged with the Venereal Disease cases from among transient and TDY military personnel?

(6) Reports, all of them with the exception of the telephonic reports, were consistently late throughout the year. Copies of the reports to confirm the telephone calls were equally late. No amount of planning, devising, scheming, tricking, threatening, cajoling, flattering, bribing, reminding, tracing, checking, or storming seemed to have any effect. It was always the fault of someone else.

(7) Flight Surgeons and Aviation Medical Examiners were at a premium during most of the year. From May to November the 7th and 47th Liaison Squadrons were unattended. The 14th Liaison Squadron never did have one. Schweinfurt Air Base had no one between August and November who could conduct a 64 exam. Fritzlar was without a Flight Surgeon for two months during the summer. Nordholz had none after 1 November 1946. This necessitated much liaison work to maintain connections for the completion of the necessary 64 examinations.

(8) The Wing Surgeons Office has a T/O & E allowance of one officer and two enlisted men. With a secretary thrown in. the office can function administratively under this allotment. But there is not sufficient time available for the office staff to keep up in matters of Medical Department Policy other than through the employment of the purely mechanical devise of indicing the matters of policy as they are put into the files. Keeping up-to-date with events at the dispensaries, or having a first-hand knowledge if dispensary problems, is out of the question. Inspection trips can be made only at the risk of failing to comply with some important emergency request.

d. House Call vs. Sick Call.

(1) The arrival of Dependents brought an outcropping of uncomfortable problems. Apparently, the Medical Department T/O & E's for the Wing were established on a troop basis. The allottment of Medical Corps Officers was set during the summer at 1.5 per thousand men. The dependents came expecting and demanding the same medical service available "back home".

(2) The establishment of regular clinic hours for dependents sick call only partially answered the problems. Mrs. Dependent calls the dispensary when Dependent Junior becomes ill, and she's not going to take him out in the cold. Too often the call is made when the Medical Corps Officer is already snowed under; and too often there is little

attempt on the part of the Medical Officer, who is many times worn to the edge by incessant demands, to display an active interest in his patient's welfare. It is easy for the Medical Officer to become incensed at Mrs. Dependent's demands in view of his inability to meet them. Mrs. Dependent, on the other hand, is not interested in his inability to meet her demands--her prime concern at the moment is Juniors torturing fever.

(3) An additional load thrown onto the Medical Department when the dependents began arriving was the job of performing the required physical examinations and immunizations for all household employees. Trouble and blame was upon the heads of the Medical Department Officers whenever a venereal disease or other contageous disease among the household employees thrust its vulgar face into the melee.

(4) Even under the simplified supply system established in USFET'S SOP No. 7-C, the dispensary supplies and equipment were sometimes inadequate, especially those items peculiar to children. Redeployment had taken a toll on trained Medical Department Personnel. Out of twenty-two (22) ambulances assigned at the end of the year to provide coverage for seven (7) airstrips and six (6) dispensaries, eleven (11) were deadlined and only four (4) were reported in good condition. This means that the Medical Officer cannot give his patients the unflagging personal concern so important to a good medical service. There are available no facilities for the hospitalization of the patients under his care; indeed, he is directed that he must normally allow no patient to remain more than seventy-two (72) hours under the limited dispensary care. To provide continual and unfailing service at the dependent homes is impossible. He often cannot even provide a comfortable ride for the long haul to the hospital.

(5) One of the Medical Corps Officers summed it up this way: "With the arrival of an increasing number of dependents of all ages, currently available medical facilities often prove grossly inadequate for the diagnosis and immediate treatment of various obstetrical, gynecological, and pediatric problems. Moreover, material failure in vehicles, seasonally inclement weather, and a strenuous evacuatory route combine to render ultimate medical evacuation (through established channels) a definite hazard to the seriously ill patient. Normal medical supply channels now furnish a quantity and quality of supplies which make minimal basic therapy available to the troops. The volume of supply, however, is apparently bases upon actual troop strength, and presumably does not take into account the additional personnel (primarily dependent), nor the special problems they present. The medical care which these additional persons receive is, of necessity, subject to the limitations imposed by the lack of adequate equipment, and falls correspondingly below desirable American medical standards."

(6) Various incidents of friction between the Medical Department and dependents who were dissatisfied with the medical service boiled up to a climax at the end of the year. Consequently, a letter was drawn up by the Wing Commander admonishing each squadron commander to "exert his personal attention and efforts toward providing the best medical care possible for dependents". This letter pointed out the following common deficiencies noted at the stations and included suggestions for overcoming them:

" a. Lack of interest displayed on the part of the medical officers in providing medical and dental care for dependents.

" b. Reticence on the part of the community medical officer to make personal calls on dependent patients at their billets.

" c. Insufficient medical supplies to effect immediate treatment of dependent personnel in community dispensaries.

" d. Lack of sufficient medicines normally peculiar to the needs of dependents, especially children.

" e. Failure to determine the immunization status of dependents.

" f. Failure to enforce the examination and immunization standards of household employees."

Concurrently, a letter to all Medical Corps Officers in XII Tactical Air Command was being drawn up along the same lines by the XII TAC Surgeon. Both letters were distributed shortly after Jan 1, 1947.

e. Specific details of operations: missions: changes and adaptations of organization to meet various situations.

(1) With the exceptions of adaptations to meet problems posed by (a) dependents and (b) Shortages of Flight Surgeons, the Wing Medical Situation was quite static during the entire year.

(2) Every base was without a Flight Surgeon at some time during the year. This required special liaison work in maintaining facilities for "64" examinations. The Liaison Squadrons had to be assigned for medical care to Ground Force Dispensaries.

(3) The Air Force Dispensaries at Nordholz, Fritzlar, Schweinfurt, and Lechfeld were designated by Higher headquarters as "Community Type Dispensaries" and granted a special T/O & E. Fritzler's Community Type Dispensary had the unique distiction of being set up roughly 10 miles from the base at Bad Wildungen, set aside as a Military Community. One Surgeon, one Nurse, and several Medical Department Personnel were assigned to work exclusively at this subsidiary dispensary.

As the year ended, the Surgeon at this branch Dispensary was crying for help. In addition to the daily routine, he claimed to be responding to an average of three (3) to four (4) calls every night at the dependent billets.

f. Problems of closing-out of installations, packing and disposition of supplies and equipment.

One problem of closing-out of installations of especial interest to the Medical Department appeared when the Nordholz Military Personnel with dependents had to be provided with Medical support at the old base until new housing facilities could be obtained at the new base. As a result of this situation, this major move or closing-out activity was still incomplete after two months as of the end of the year. The Nordholz Air Base facilities were scheduled to go to Lechfeld AAB on 1 November. But a service force, including a staffed dispensary, had to remain behind to care for the dependent's community which was still not depopulated at the end of the year.

g. Problems incident to relations with civil population to include data on public health and epidemiology).

(1) A lone instance is outstanding here. A survey in August on laundry habits among the reported cases of scabies within the Wing revealed that out of forty-four (44) cases of scabies between 15 June and 1 August, thirty-one (31) were having their laundry done in private German homes, one (1) was doing his own laundry, and only twelve (12) were utilizing the Qm Laundry facilities.

(2) Problems relating to Venereal Disease, of course arising from relations with civilian population, is discussed in paragraph c.

h. Military and Civilian Personnel.

Civilian Technicans held very few Medical Department positions in the dispensaries. At the end of December there were three (3): One (1) Medical technician one (1) Dental technician, and one (1) Dental Hygienist. In addition, several secretarial postions were occupied by civilians, including one secretary in the Wing Surgeon's Office. The latter, at least, was quite indispensable. All civilian technicians, secretaries, and janitorial staffs were drawn from indigenous personnel.

i. Training of personnel; equipment; literature; training aids; and special courses.

(1) Most of the training made available to Medical Department personnel was purely on-the-job training. Systems of rotation from one job to another were devised in the dispensaries in order to give a thoroughly

rounded-out background of experience and training. This was necessitated by the fact that a large percentage of the personnel was sent to the dispensaries without any prior training or experience in Medical Department activities. This was especially true in the Wing Surgeon's office. Of the five men rotated into and out of the office, four had no Medical background whatsoever. The fifth, S/Sgt Craig, who was with the Wing only until March, had been with the Wing Surgeon for more than a year.

(2) Four times during the year there were calls from higher headquarter for men to attend Medical basic training school's and specialized technician schools. Response was small, due mostly to the fact that redeployment had cut the Medical Department staffs so low that the Surgeons could not spare the men from the dispensaries to attend the classes. One school call worked an especial hardship at the Fritzlar Dispensary. The call for names went out in August for the schools in September. Six names were submitted from Fritzlar. Before time for the classes to begin, the Surgeon was instructed to set up a branch dispensary at Bad Wildungen for the projected Military Community. The dispensary was left very short of personnel when orders came to move the men out to schools.

(3) In October every Medical Corps Officer was required to go to one of the larger hospitals for a three-day course in the diagnosis of syphilis. In addition, at least one Surgeon from each base was required to take a similar course in the diagnosis of diphteria.

j. <u>Equipment, supplies, and transportation; and difficulties incident thereto</u>.

(1) One the whole, equipment, supplies, and transportation provided little difficulties. Until the USFET SOP No. 7-C, appeared in May there was hopeless confusion in obtaining supplies, but most of the dispensaries were so thoroughly overstocked with supplies it made little difference anyhow. The appearance of SOP 7-C clarified matters considerably, even though the issue of supplies never did become free of problems. A sample problem was brought to light when the Medical Supply Officer at Nordholz Air Base, Captain John A. Travis, sent in an inquiry on 9 August regarding a large list of supplies and equipment he had requisitioned on 9 June. It was discovered that the requisition had been approved, but that the supplies and equipment had never been shipped from the Furth Medical Depot. Captain Travis went on TDY to Furth, obtained the requisitioned items, and returned to Nordholz with them. Problems of supply incident to medical service for Dependents are discussed in Par 1-d above.

(2) Until the latter part of the summer there was a considerable dearth of Dental Equipment; also Dental Officers. At this time the XII TAC Dental Surgeon untertook a survey of dental equipment and a reallocation of same with the result that the situation was alleviated somewhat. Two Naval Officers, Lt Jg William Glazer and Lt Jg Hemel Zlatkind were brought into the Wing in August and assigned to Fritzlar and Nordholz.

1428

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(3) It seemed that the Surgeons were never satisfied with their ambulances. Though in most cases the ambulances were issued to fill the T/O & E the vehicles apperently were beaten-up old war babies full of quirks and grief. It was not unusual for at least half of them to be deadlined for parts and repairs. Few were ever classed as "good", and usually more than half of them were called "poor".

(4) In July there developed a shortage of Benzol Benzoate. Sulphur Ointment was substituted, whenever necessary, in the treatment of scabies.

k. Redeployment and conservation of manpower.

(1) Manpower was at a premium in the Wing Medical Department throughout the year. Easing redeployment standards tended to make it difficult to maintain or plan to maintain an organized and coordinated medical staff at any installation. Manpower was utilized to the limit.

(2) Included among the special problems which arose were (a) shortage of Flight Surgeons (see par c-7,) (b) shortage of Dental Officers (see par j-3), (c) training of personnel (see par i-2), and (d) shortage of personnel in the Wing Surgeon's Office (see par b-4 & 5 and c-8). Through the cooperation of Wing A-1 Section machinery was put into operation to obtain a 673 to replace Cpl Peerson after he was deployed in October. Arrangements for the transfer of T/Sgt Gregg H. Trott from Nordholz Air Base was completed early in December, and Sgt Trott arrived at the Wing Surgeon's Office soon after 1 January 1947.

l. Housing, water supply; bathing facilities; laundry; problems of construction.

(1) With hardly an exception, housing was adequate for all troops. The housing of Dependents in all Military Communities under the Wing presented no major difficulties from a Medical point of view.

(2) The water supply at Schweinfurt Air Base was not adequate until the construction of a supplemental pipe line was completed in October giving the base acces to the water supply of Schweinfurt city. Until that time the base had been forced to rely on a pumping system which brought water from three deep wells. The pumps and wells could not meet the demands, with the result that bathing was restricted to two hours a day for three day a week. The use of old unreplaceable pumps added to the shortage. The construction of the new pipeline and a supplemental reservoir was long delayed through shortages of manpower and material.

(3) Bathing facilities at Fritzlar could have been improved with a more adequate heating system. Hot water was made constantly available at a central shower room about two hundred yards from the billeting area, but seldom could be heated in the barrack showers. The barrack area is heated on toto at a central heating plant. In September, only seven (7) out of ten (10) furnaces were operational. The heating system itself is a

1429

hot water rather than a steam sytem, with a resultant sluggishness in the dispersal of heat. The hot water pipes had no insulation, with an estimated 40% to 60% effeciency. However, there were no complaints from the Fritzlar base during the winter months.

m. Food and Messing: Sewer and Water Disposal: Insect Control.

(1) Relatively few problems arose regarding food and messing. Some spoilage was reported from time to time. Fritzlar Air Base operated through the spring and summer with a consolidated enlisted men's mess which had difficulty in obtaining enough hot water.

(2) Sewage and water disposal presented no major problems, as permanent sewar systems were available at all bases.

(3) A severe shortage of screening materials created an unsolved problem of insect control. Through the spring and most of the summer there was no screening available even for messes and dispensaries. Most of the messes were finally screened in September. The cold weather solved the problem for the dispensaries.

n. Preventive Medicine Measures.

Most preventive medicine measures were those relative to Venereal Disease, discussed in par o. In addition to routine immunizations of Military Personnel and their dependents, immunizations were directed for household employees against smallpox, typhoid-paratyphoid, typhus, and diptheria. During the month of December all Wing Personnel were given the Schick test for diptheria.

o. Venereal Disease Control.

(1) The Wing Venereal Disease rate per thousand annum for the year 1946 was 85.75. The lowest monthly rate per thousand was 54.06, registered in May. This was followed in June by a monthly rate per thousand per annum of 133.62, which was the highest rate of any month.

(2) Venereal Disease was a menace which was fought during the entire year with an undying effort. Probably the greatest impetus resulted from the Theater-wide Anti-Venereal Disease Drive conducted 15 July through 15 August. Among the Venereal Disease Control Measures in general practice throughout the Wing were these;

(a) The establishment of a system of control consisting of a Venereal Disease Control Officer for each base, an assistant Venereal Disease Control Officer for each one hundred (100) men on the base, and an assistant Venereal Disease Control Non-Commissioned Officer for each twenty (20) men.

(b) The stablishment of VD Control Boards consisting of at least the Chief of Staff, Deputy Chief of Staff, the A-1, the Provost Marchal, The Surgeon, the Special Services Officer, and the Chaplain.

(c) The setting up of Pro stations at convenient points.

(d) The equipping of all vehicles with Prokits and rubbers.

(e) Diversions in the form of recreational programs.

(f) Control at the gates to the military reservation, such as signing of statements that a pro had been taken if any contact was made, and the requiring of all persons returning to base under the influence of alcohol the take a station pro.

(g) Administrative weapons in the form of detention wards and authority on the part of the commanding officer to discriminate against those men contacting V.D.

(h) The immediate apprehension of all possible contacts.

(i) An educational program. Posters, slogans, I and E lectures, movies, and word-of-mouth influences were heavily utilized to combat the incidence of Venereal Disease. Stress was made on the following facts: Penicillin is not 100% effective, no girl is "safe", Venereal Disease can easily leave irreparable damage to the body, punitive measures could be enacted against the men, and there is great value in the use of prophylactics.

(3) Rosters of men contracting Venereal Disease are maintained in the Wing Surgeon's office by date and unit in addition to the file of USPHT Form 302's. A study of these records on all cases of Venereal Disease during the last six month of 1946 revealed the following facts:

(a) One third of all persons catching VD did so while on leave or furlough, another third catching VD did so in towns not adjacent to the base even though not on furlough, and the remaining third caught VD in the vicinity of the base.

(b) Only one man in 14 catching VD even claimed to have taken a Station Prophylactic.

(c) Five out of six Venereal Disease contacts were outright pickups.

(4) One proof that the Anti-VD campaign of the summer had a positive effect on the men of the Wing is that the number of station prophylaxes almost tripled during the months following the campaign over the months just preceding the campaign. Though complete figures are not available to determine the actual ratio between Venereal Disease Rates and prophylexes taken, the two great jumps which occured in the Venereal Disease Rate in June and December were accompanied by low station prophylaxes figures.

2. On the whole, the 1946 health picture of the 64th Fighter Wing was a clear one. The non-effective Daily Rate never exceeded five, and was practically zero until the dispensaries were directed to treat Venereal Disease on a Quarters Status. Gastro-intestinal disorders were practically non-existent. The Rate Per Thousand Per annum for upper respiratory infections was very low during the spring, summer, and autumn months, but parallelled the VD rate during cold weather. The average Monthly Rate Per Thousand Per Annum for Total Admissions was 442.08. The Venereal Disease Rate, however, persisted in maintaining a status of more than double the "acceptable" rate.

5 Incl:
Incl #1: Roster of Med Dept Officers
Incl #2: Units receiving Med Coverage
Incl #3: Instructions on Station Commanders Indorsement
Incl #4: Charts
Incl #5: 64th Ftr.Wg. Memorandum 25-1

REESE E. FAUCETTE
2nd Lt MAC
Wing Med.Adm. Officer

TEL: Bad Kissingen Military 2216

TABLE I

ROSTER OF ALL OFFICERS IN 64TH FTR. WING MED DEPT

NAME, RANK & SERIAL NUMBER	RATING	COMPONENT	CATEGORY	DUTY
1. Murray, Cotter F. Major O-291 870	MC 3100	RA	I	Surgeon
2. Castile, Daniel G. Capt O-467 618	MC 3100	AUS	V	Base Surgeon
3. Thaler, Arthur Capt O-420 185	MC 3100	AUS	II	Flight Surgeon
4. Chapman, Robert J. 1st Lt O-171 5825	MC 3100	AUS	V	Surgeon
5. Taylor, John C. Jr. 1st Lt O-173 5722	MC 3100	AUS	V	Surgeon
6. Riley, William C. 1st Lt O-478 100	MC 3100	AUS	V	Surgeon
7. Costello, John L. 1st Lt O-170 4777	MC 3100	AUS	V	Surgeon
8. Wylie, Robert L. 1st Lt O-472 115	MC 3100	AUS	V	Base Surgeon
9. Parker, Loran F. 1st Lt O-176 5578	MC 3100	AUS	V	Base Surgeon
10. Tessitore, Andrew 1st Lt O-171 5287	MC 3100	AUS	V	Medical Officer
11. Lyles, Clarence C. 1st Lt O-173 4945	MC 3100	AUS	V	Surgeon
12. Morgan, John M. 1st Lt O-173 4925	MC 3100	AUS	V	Surgeon
13. Kraus, Benjamin M. Capt O-268 058	DC 3170	AUS	IA	Base Dental Surgeon
14. Rodwell, Percy C. Jr. 1st Lt O-173 6211	DC 3170	AUS	I	Ass't Dental Surgeon

(TABLE I CON'T)

ROSTER OF ALL OFFICERS IN 64TH FTR. WING MED DEPT

NAME, RANK & SERIAL NUMBER	RATING	COMPONENT	CATEGORY	DUTY
15. Glair, Gordon F. 1st Lt 0-933 945	DC 3170	AUS	V	Base Denist
16. Bernstein, Leonard B. 1st Lt 0-171 7285	DC 3170	AUS	V	Dental Surgeon
17. Zlatkind, Hamel Lt (jg) 471 452	DC 3170	AUS	V	Ass't Dental Surgeon
18. Glazer, William Lt (jg) 471 443	DC 3100	AUS	V	Dental Surgeon
19. Travis, John Capt 0-154 2509	MAC 2136	AUS	I	Medical Administration
20. Smith, John W. 1st Lt 0-204 8787	MAC 2110	AUS	II	Hospital Adj., Surg Ass't
21. Esche, Albert H. 1st Lt 0-154 5399	MAC 4490	AUS	I	Base MAC Officer
22. Mayfield, Willie F. 1st Lt 0-154 5817	MAC 2431	AUS	I	Med Adm Officer
23. Faucette, Reese E. 2nd Lt 0-200 2440	MAC 2120	AUS	I	64th Ftr Wg MAC Officer
24. Martin, Roscoe A. CWO W-210 7339	MAC 2120	AUS	I	MAC Officer

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TABLE II

LIST OF UNITS RECEIVING MEDICAL COVERAGE FROM 64TH FIGHTER WING AT THE END OF YEAR

UNIT	LOCATION	STRENGTH	
FRITZLAR AIR BASE:			
(Command:)	Fritzlar, Germany		
27th Fighter Group	WH-0983	321	
475th Air Service Group	" "	587	
2020th Labor Supervison Co	" "	16	
837th Air Engineer Bn Co "A"	" "	2 white) (103 colored)	
TOTAL COMMAND			1029
(Non-Command:)			
415th Eng Dump Truck Bn.	" "	2 white) (114 colored)	
18th Weather Station	" "	11	
134th AACS	" "	27	
701st Ordance Bn	" "	128	
3139th Signal Bn.	" "	38	
3100th Signal Bn	" "	14	
91st Constabulary, Troop "A"	" "	84	
181st Labor Supervison Center	" "	20	
TOTAL NON-COMMAND			438
TOTAL FRITZLAR (All Troops)			1467
NORDHOLZ AIR BASE:			
(Command:)	Nordholz, Germany		
2024th Labor Supervison Co	Tr-6023	347	
TOTAL NORDHOLZ (All Troops)			347
SCHWEINFURT AIR BASE:			
(Command:)	Schweinfurt, Germany		
52nd Fighter Group	Wn-7565	359	
441st Air Service Group	" "	508	
2032nd Labor Supervison Co	" "	18	
TOTAL COMMAND			885
(Non-Command:)			
316th AACS	" "	50	
TOTAL NON-COMMAND	" "		50
TOTAL SCHWEINFURT (All Troops)			935
LECHFELD AIR BASE: (Command:)	Lechfeld, Germany		
86th Fighter Group		550	
486th Air Service Groop		285	
365th Bomb Sq. (H)		115	
2010th Labor Supervison Co.		159	
2001st Labor Supervison Co.		8	
TOTAL COMMAND			1117
TOTAL LECHFELD ALL TROOPS			1117

(TABLE 2 Page 1 Con't)

TABLE II

LIST OF UNITS RECEIVING MEDICAL COVERAGE FROM 64TH [illegible] WING AT THE END OF YEAR

UNIT	LOCATION	STRENGTH
7TH LIAISON SQUADRON	Heidelberg, Germany...........	83
47TH LIAISON SQUADRON	Rebstock, Germany.	75
14TH LIAISON SQUADRON	Bamberg, Germany	81

AGGREGATE TOTAL: 4104

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Control Symbol:
MED-5

HEADQUARTERS
64TH FIGHTER WING
APO 62 US ARMY

M-F-14

721.5

Bad Kissingen, Germany,
23 December 1946.

SUBJECT: Station Commander's Indorsement on the Monthly Sanitary Report.

TO: See Distribution.

1. The following information is submitted for the guidance of all Station Commanders in the preparation of future indorsements of the Monthly Sanitary Report within the 64th Fighter Wing: (Ref. A.R. 40-275; Cir. 27, USFET, 27 Feb 1946; USAFE Letter 25-4, 20 Aug 46; and XII TAC Memo 25-5, 10 July 46).

a. The indorsement will always contain statements of specific action taken or objections by the Station Commander in regard to recommendations made and discrepancies noted by the Surgeon in Block VII and the narrative section of the report sheet, WDAGO Form No. 8-140.

b. The indorsement will always contain a statement by the Station Commander that he personally interviews all members of his command who contract Venereal Disease.

c. Whenever the Venereal Disease Rate is above 40 Cases per thousand per annum the Station Commander will discuss the VD control and Prevention Measures being employed at the base.

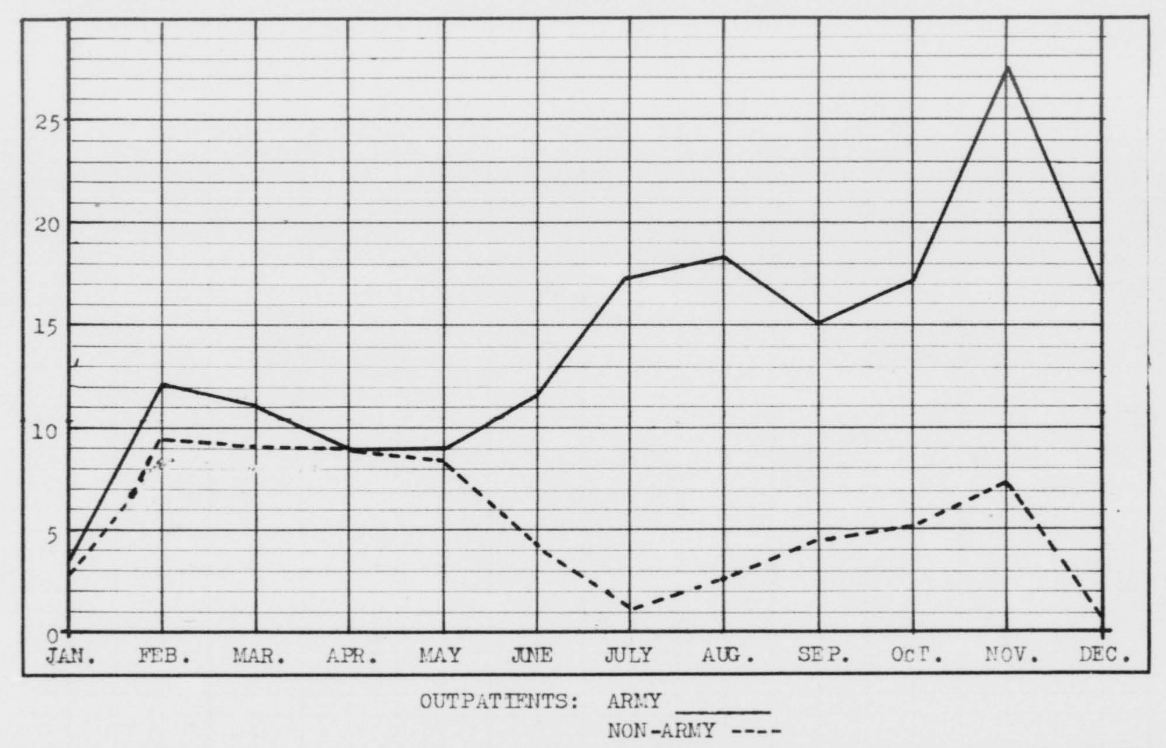
d. The Station Commander or a designated alternate authority will always sign the indorsement.

e. The Station Commander's indorsement will always appear on the report sheet in the block provided under the heading "1st Indorsement". A separate sheet will not be utilized for this indorsement.

Incl #3

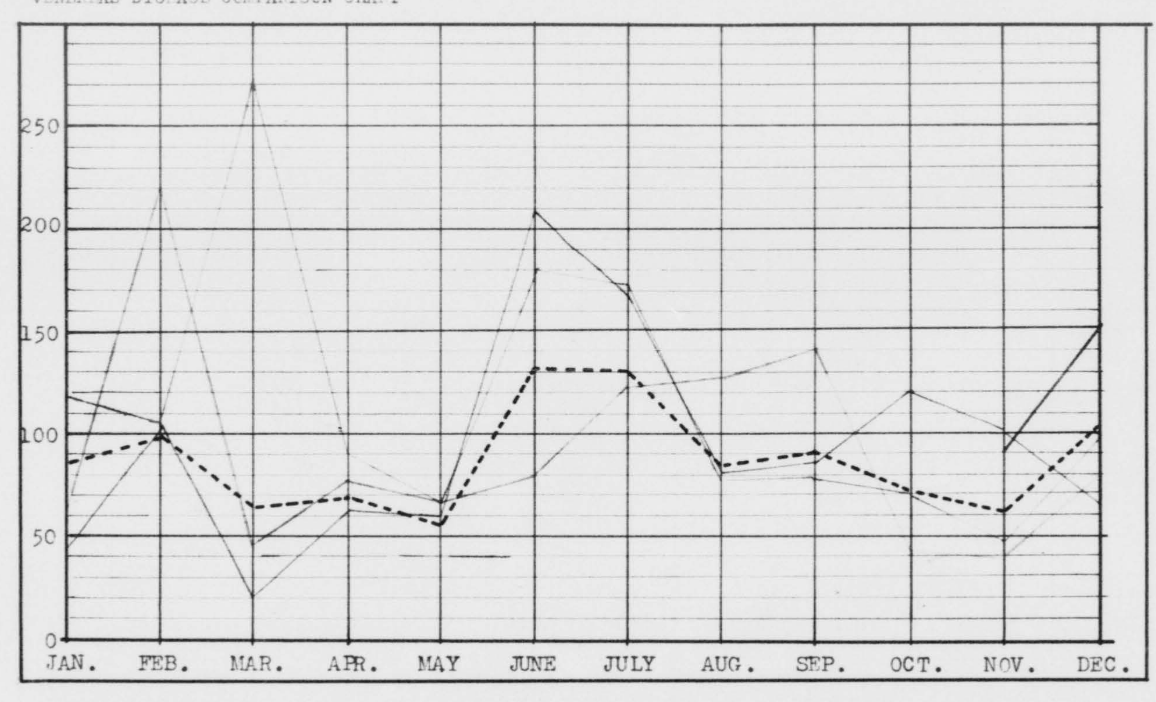
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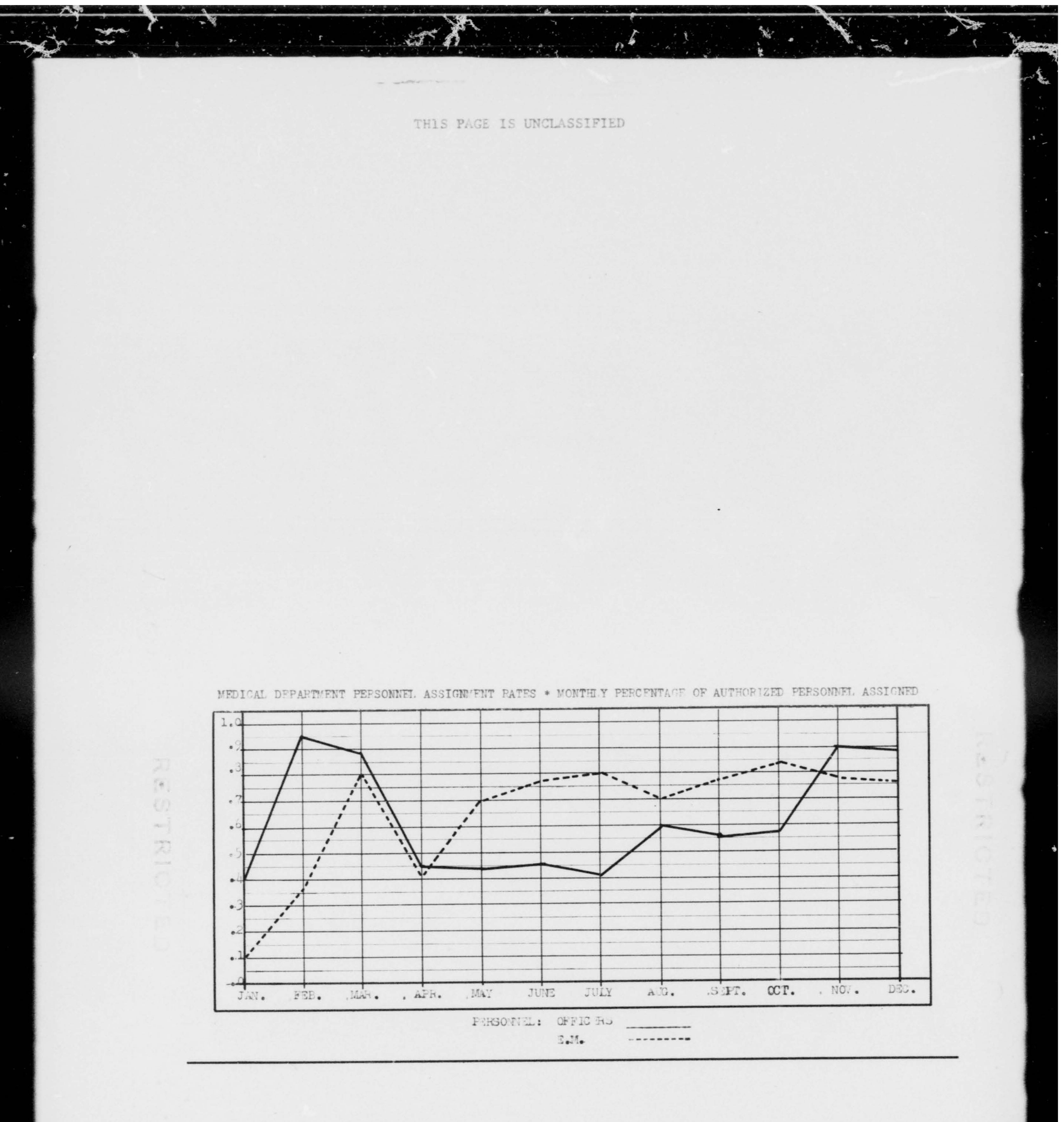
MONTHLY AVERAGE OF OUT-PATIENT TREATMENTS DAILY RATE



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VENEREAL DISEASE COMPARISON CHART





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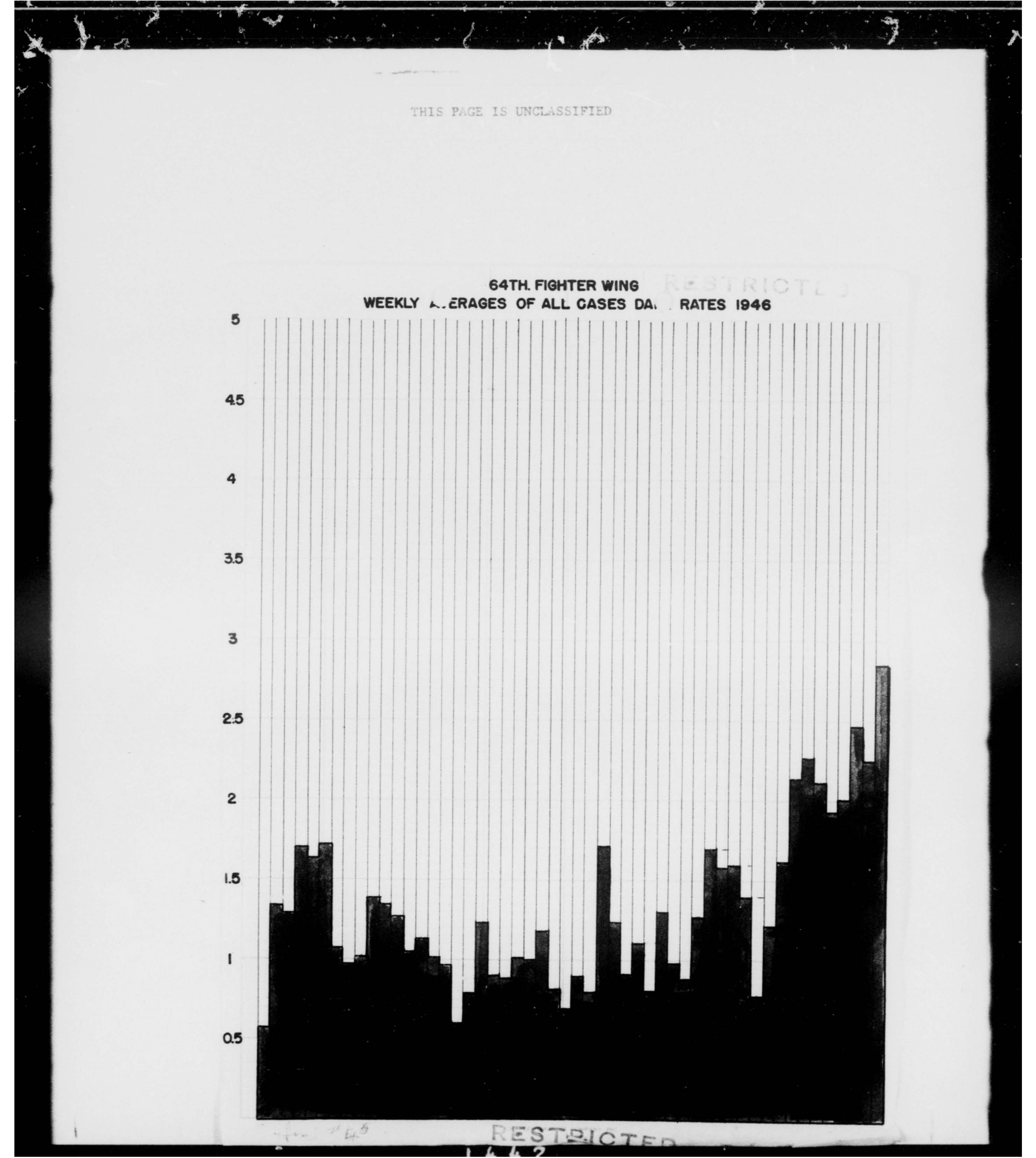
WEEKLY AVERAGES OF
64th FIGHTER WING COMPARATIVE DAILY ADMISSIONS - 1946

DISEASE
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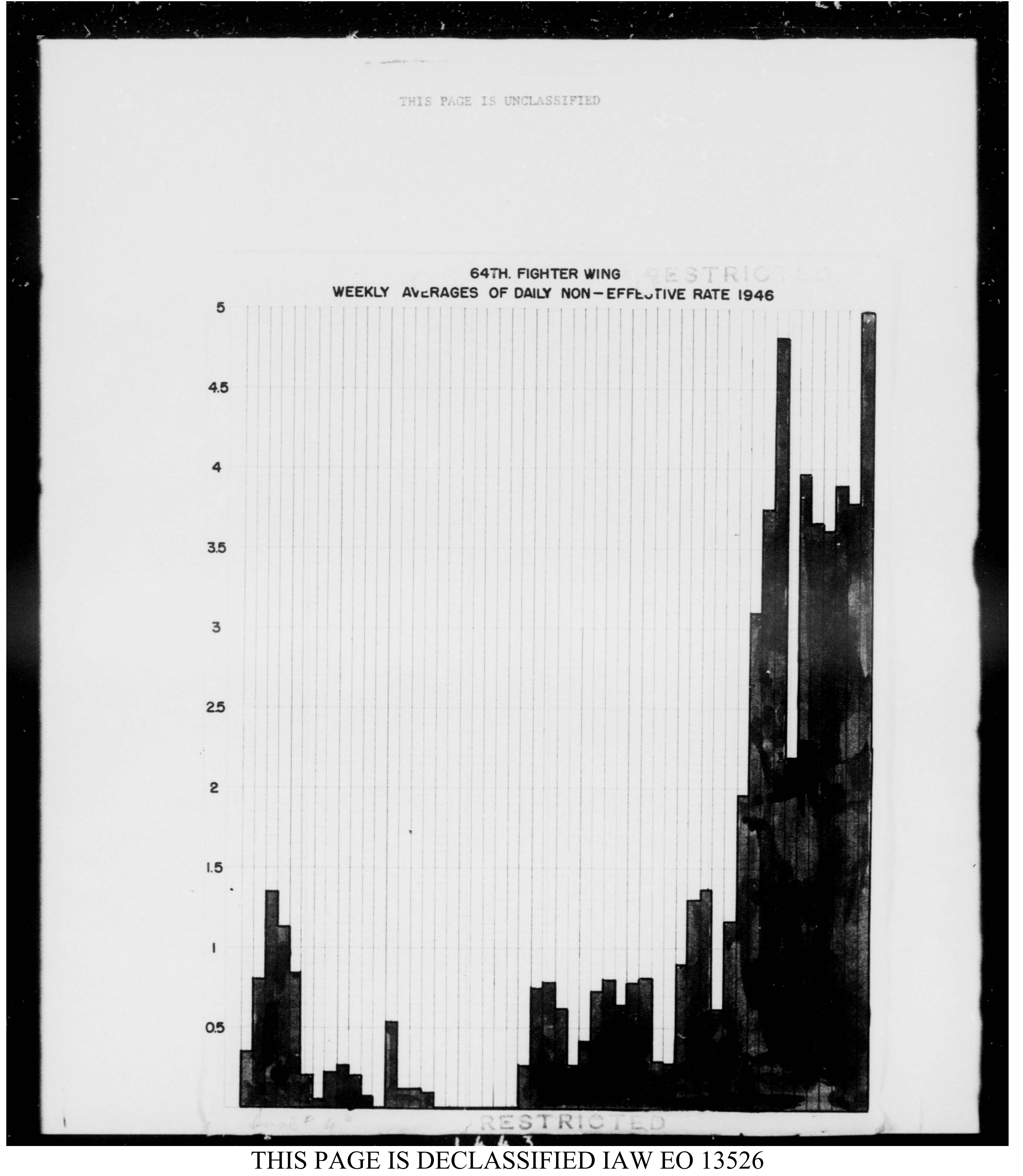
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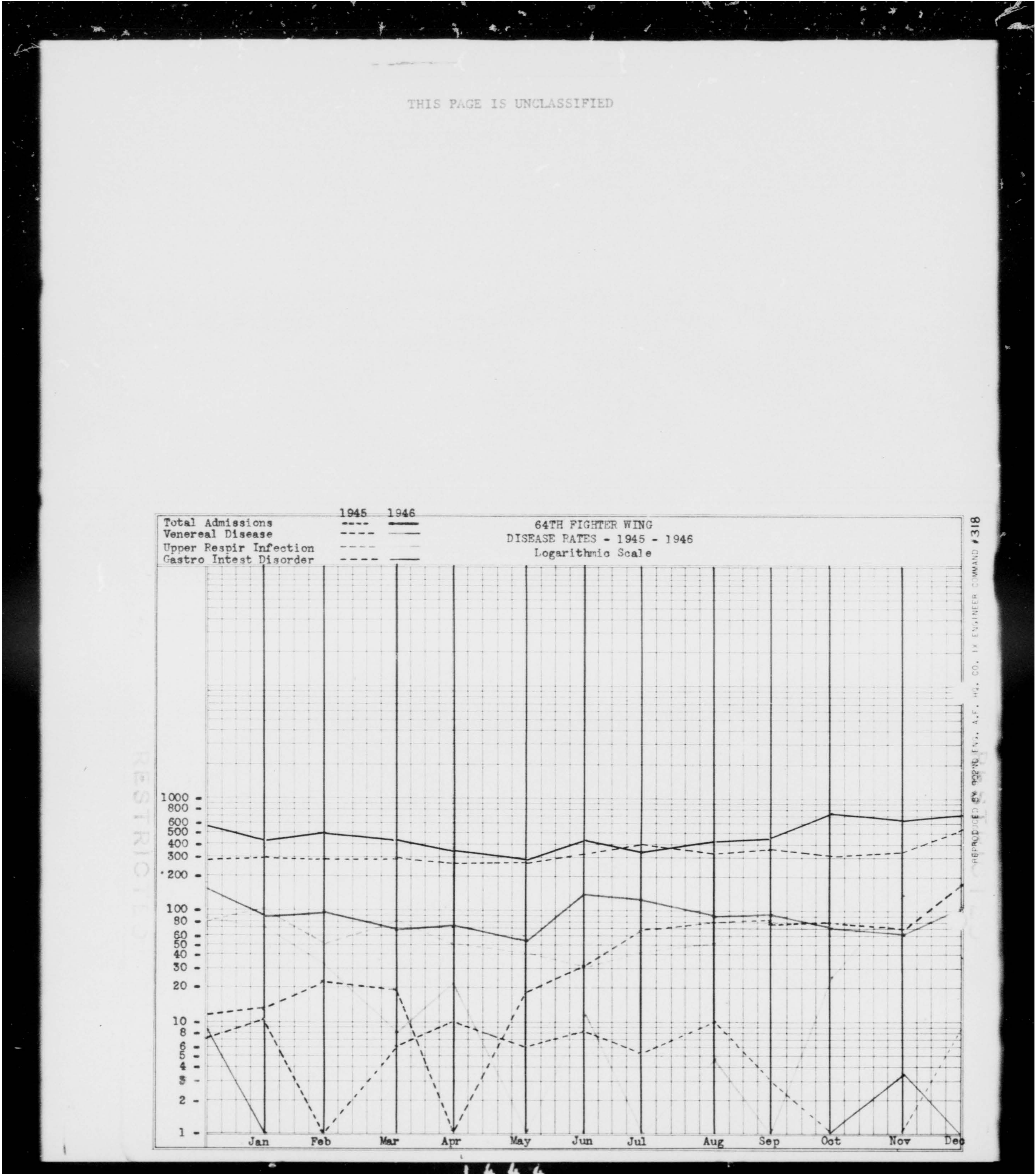
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R E S T R I C T E D

HEADQUARTERS
[illegible] FTR WING
APO 62

5 September 1946

MEMORANDUM)
:
NUMBER 25-1)

MEDICAL

PREPARATION OF MEDICAL DEPARTMENT REPORTS AND RECORDS

SECTION I

GENERAL PROVISIONS

1. Purpose. The purpose of this memorandum is to consolidate the information from all pertinent regulations and directives dealing with the preparation of Medical Department Reports into one comprehensive and simplified set of instructions. This is accomplished in a simple yet complete outline form in order that the information might be used not only as a set of instructions but as a comprehensive check list to be checked against each completed report before it is submitted by the Surgeon. If this procedure is followed, the errors in the preparation and submission of the reports can be kept at a minimum.

2. Structure. This memorandum is divided into thirteen sections, all of which but Section I deals with a separate report. Each section is stand-[illegible] into seven paragraphs, in the following order:

a. Form Number and Statistical Control Symbol.

R E S T R I C T E D

b. Security Classification.

c. Authorization.

d. Frequency and Due Date.

e. Distribution.

f. Preparation of the Report Sheet.

g. Special Instructions.

3. FILING OF THIS MEMORANDUM. It is anticipated that numerous changes will be necessary in this memorandum with the publication of future directives and instructions. It is therefore urged that the memorandum be filed in a looseleaf folder in order to expedite the incorporation of forthcoming information. This headquarters will publish new pages containing current information to replace all outmoded sheets of the memorandum and make distribution. The Unit Surgeons will thus be enabled to maintain a comprehensive up-to-date check list for each report.

4. REFERENCES:

a. All available publications pertaining to the preparation of Medical Department Reports were gleaned for the information contained herein. Whenever practicable, the source of each item of information is listed as the information is given.

b. RECISSION OF DIRECTIVES. 64th Fighter Wing Surgeon's Letter, 25 June 1946, and all preceding publications from this headquarters dealing with the preparation of Medical Department Reports, are hereby rescinded.

SECTION II

MONTHLY SANITARY REPORT

5. FORM NUMBER AND STATISTICAL CONTROL SYMBOL. WDAGO Form No. 8-140, 1 Aug 1945 (XII TAC Med Bul, Par 30, 8 April 1946) Control Symbol: USAFE-MCE-4.

6. SECURITY CLASSIFICATION: Restricted (XII TAC Memo 25-5, 10 July 1946).

7. AUTHORIZATION: AR 40-275, Par 4e, dated 13 Sep 1945, and special instructions contained in Par 5, USFET Cir 27, 27 Feb 1946 (XII TAC Med Bul, Par 28, 27 May 1946.

8. FREQUENCY AND DUE DATE: Monthly Report submitted on the last Saturday of each month.

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b. Security Classification.

c. Authorization.

d. Frequency and Due Date.

e. Distribution.

f. Preparation of the Report Sheet.

g. Special Instructions.

3. FILING OF THIS MEMORANDUM. It is anticipated that numerous changes will be necessary in this memorandum with the publication of future directives and instructions. It is therefore urged that the memorandum be filed in a looseleaf folder in order to expedite the incorporation of forthcoming information. This headquarters will publish new pages containing current information to replace all outmoded sheets of the memorandum and make distribution. The Unit Surgeons will thus be enabled to maintain a comprehensive up-to-date check list for each report.

4. REFERENCES.

a. All available publications pertaining to the preparation of Medical Department Reports were gleaned for the information contained herein. Whenever practicable, the source of each item of information is listed as the information is given.

b. RECISSION OF DIRECTIVES. 64th Fighter Wing Surgeon's Letter, 25 June 1946, and all preceding publications from this headquarters dealing with the preparation of Medical Department Reports, are hereby rescinded.

SECTION II

MONTHLY SANITARY REPORT

5. FORM NUMBER AND STATISTICAL CONTROL SYMBOL. WDAGO Form No. 8-140 1 Aug 1945 (XII TAC Med Bul, Par 30, 8 April 1946) Control Symbol: Med 3.

6. SECURITY CLASSIFICATION. Restricted (XII TAC Memo 25-5, 10 July 1946).

7. AUTHORIZATION. AR 40-[illegible] Par 4c, dated 13 Sep 1945, and special instructions contained in Par 5, USAFE Cir 27, 27 Feb 1946 (XII TAC Med Bul, Par 28, 27 May 1946.

8. FREQUENCY AND DUE DATE. Monthly Report submitted on the last Saturday of each month.

RESTRICTED

9. DISTRIBUTION: (XII TAC Med Bul #16, 18 Sept 1946, Par 1).

a. Original and four copies initiated by Base Surgeon.

b. Original and two copies will go to base Commanding Officer for his indorsement and signature (See Par 10g below) then to Hq 64 FW, APO 62, (Attn: Surgeon's Office).

c. One copy marked "Information Copy" will be dispatched immediately to the Commanding General XII TAC, APO 62, (Attn: Command Surgeon). This copy will be sent direct from the Unit Surgeon without the Commanding Officer's Indorsement.

d. One copy will go to Surgeon's files.

10. PREPARATION OF THE REPORT SHEET:

a. In the block at the top of the form write the name of the month reported on under the title "Monthly Sanitary Report" (XII TAC Memo 25-5, Par 15f2, 10 July 1946).

b. Under "UNIT" list the groups assigned. For example:

86th Ftr Gp, 486 Sv Gp.

Under "STATION" give the complete name and location of the reporting unit. For example:

Nordholz AAB, Nordholz, Germany, APO 69.

c. All Items 1 through 45 in Blocks I through IV will be checked. Any Item checked as "Unsatisfactory", "Present", or "Incomplete", must be also checked in the "Comment" column and be fully discussed in the "Narrative Section" (Cir 27 Hq USFET, 27 Feb 1946). In addition, the following special instructions have been issued:

(1) There will always be a check under "COMMENT" for Item 2 (Water Supply) and a corresponding comment in the "Narrative Section" (See Par d1 below).

(2) There will always be a check under "COMMENT" for Item 22 (Skin) and a corresponding comment in the "Narrative Section" (See Par d2 below).

(3) There will always be a check under "COMMENT" for Item 23 (Sanitary Discipline) and a corresponding comment in the "Narrative Section" (See Par d3 below).

This page supersedes page 3, 64th Ftr Wg Memo 25-1, 5 September 1946.

(4) There will always be a check under "COMMENT" for item 43 (Venereal Disease) and a correspon-ding comment in the "Narrative Section" (See Par d4 below).

d. Under "Narrative Section" each entry referring to a comment from any item in the preceding blocks I through IV will be properly labelled by Block and item number (Example: "Block I, Item 2:") (Cir Letter 27, Hq USFET, 27 Feb 1946). Do not use the same old phrases month after month to describe a situation. If there is an uncorrected situation which has been referred to before, make a special sanitary report on it and forward it as an enclosure with an appropriate cross reference in the Narrative section (USFET Letter 25-4, 20 Aug 1946). If there is insufficient space provided in the Narrative Section of the Report Form 8-140, the information will be completed on separate sheets and attached. At least the following entries will be made in the "Narrative Section".

(1) There will always be a statement regarding water supply referring to "Block I, Item 2, containing the following information:

(a) Results of the monthly bacteriological examinations (XII TAC Memo 25-5, Par 15f2, 10 July 1946).

(b) Source of water (whether wells, Engineer supply point, etc). (XII TAC Memo 25-5, Par 15f2, 10 July 1946).

(c) Residual Chlorine at point of use (XII TAC Memo 25-5, Par 15f2, 10 July 1946).

(d) Statement as to whether or not water supply meets the standards stated in Cir 43, Hq. USFET, 3 Apr 1946, (XII TAC TWX No. A-5629-M, 16 Apr 1946).

(2) There will always be a statement regarding the infes-tation of scabies referring to "Block II, Item 22:" (XII TAC Med Bul, Par 28, 27 May 1946).

(3) There will always be a statement of the day on which the monthly physical inspection was held and a statement of the percentage of those present for duty but not examined, referring to Block II, Item 23:" (XII TAC Memo 25-5, Par 15f2, 10 July 1946).

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(4) There will always be a statement regarding VD refering to Block IV, Item 43:", containing at least the following information: (XII TAC Med Bul: Par 28, 27 May 1946, Cir 27, Hq USFET, Par 5d, 27 Feb 1946, and USAFE Letter 25-4, 20 Aug 1946).

(a) Number of VD cases during the month.

(b) VD Rate stated in monthly rate per thousand per annum.

(c) Explanation of high rates and a statement as to the actual control measures being utilized (A high rate is interpreted as 40 per thousand per annum or higher).

(d) Number of prophylaxes administered during month (XII TAC Med Bul, #10, Section II Par 6, 10 Jan 1946).

(e) Statement as to whether sufficient quantities of condoms and prokits are available through normal supply channels (XII TAC Med Bul #10, Sec II Par 6, 10 Jan 1946).

e. Block V: Self-explanatory.

f. Block VI: Comments will be made pertaining to the School Health Program, especially as related to sanitation of school messing facilities and plant premises, and the physical status of the students (Letter AG 352 MCH-AGO, Hq USFET, 16 Nov 46).

g. Block VII (RECOMMENDATIONS):

(1) A statement as to the quantity, quality and availability of Medical supplies will always be made in this section (XII TAC Med Bul, Par 28, 27 May 1946).

(2) Any recommendations the reporting Surgeon wishes to make will appear in this section. Any discrepancy noted in the narrative section should have a recommendation in this section (Cir 27, Hq USFET, 27 Feb 1946.

(3) The signature of the Surgeon will always appear in this section. (XII TAC Med Bul, Par 28b, 27 May 1946).

h. The Indorsement (Hq. 64th FW Letter 721.5, 13 Dec 1946):

(1) The indorsement will always contain statements of specific action taken or objections by the Station Commander in regard to recommendations made and discrepancies noted by the Surgeon in Block VIII and the narrative Section of the report sheet.

RESTRICTED

This page supersedes page 5, 64th Ftr Wg Memo 25-1, 5 September 1946.

1450

(4) There will always be a statement regarding VD reference to "Block IV, Item 4 :", containing at least the following information: (XII T.C Med Bul, Par 28, 27 May 1946, Cir 27, H . USFET, Par 5d, 27 Feb 1946 and USAFE Letter 25-4, 20 Aug 1946).

(a) Number of VD cases during the month.

(b) VD Rate stated in monthly rate per thousand per annum.

(c) Explanation of high rates and a statement as to the actual control measures being utilized (A high rate is interpreted as 40 per thousand per annum or higher).

(d) Number of prophylaxes administered during month (XII T.C Med Bul, #10, Section II Par 6, 10 Jan 1946).

(e) Statement as to whether sufficient quantities of condoms and prokits are available through normal supply channels (XII T.C Med Bul #10, Sec II Par 6, 10 Jan 1946).

e. Blocks V and VI are self-explanatory.

f. Block VIII (RECOMMENDATIONS):

(1) A statement as to the quantity, quality and availability of medical supplies will always be made in this section (XII T.C Med Bul, Par 28, 27 May 1946).

(2) Any recommendations the reporting Surgeon wishes to make will appear in this section. Any discrepancy noted in the narrative section should have a recommendation in this section (Cir 27, Hq. USFET, 27 Feb 1946).

(3) The signature of the Surgeon will always appear in this section. (XII T.C Med Bul, Par 28b, 27 May 1946).

g. The Indorsement (Hq. 64 FW Letter 721.5, 20 Aug 1946):

(1) The indorsement will always contain statements of specific action taken or objections by the Station Commander in regard to recommendations made and discrepancies noted by the Surgeon in Block VIII and

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the narrative section of the report sheet, WD.AGO Form No. 8-140. (AII T.O Med Bul, Par 26b, 27 May 1946; and Cir 27, Hq. USFET, Par 7, 27 Feb 1946).

(2) The indorsement will always contain a statement by the Station Commander that he personally interviews all members of his command who contract Venereal Disease.

(3) Whenever the Venereal Disease Rate is above 40 Cases per thousand per annum the Station Commander will discuss the VD Control and Prevention Measures being employed at the base.

(4) The Station Commander will always sign the indorsement himself. No one can sign it for him (AII T.O Med Bul, Par 26b, 27 May 1946).

(5) The Station Commander's indorsement will always appear on the report sheet in the block provided under the heading "1st Indorsement". A separate sheet will not be utilized for this indorsement.

11. SPECIAL INSTRUCTIONS:

a. Supplements:

(1) Copies of special reports on sanitary matters made during the month are attached to form 8-140 and reference made thereto (AII T.O Memo 25-5, Par 15f, 10 July 1946). Reference "thereto" should be made in the narrative section with an appropriate comment check in the first page of 8-140. This ordinarily will refer to Block I, Item 19 (Extra Military Sanitation) unless the subject is specifically covered in some other Item.

(2) An annual supplement will be included with the December Sanitary Report (AII T.O Memo 25-5, Par 15f, 10 July, 1946).

b. There will be no letter of transmittal accompanying this report. (USAFE Letter 25-4, 20 August, 1946).

c. This Report will leave the Office of the Base Surgeon in time to be in the Commanding Officer's Office on the last Saturday of each month.

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SECTION III

MONTHLY STATISTICAL VENEREAL DISEASE REPORT

12. FORM NUMBER AND STATISTICAL CONTROL SYMBOL: Tabulated mimeograph form (XII TAC Memo 25-5, Par 10, 10 July 1946); Control Symbol: USAFE-AS-M2.

13. SECURITY CLASSIFICATION: Restricted (XII TAC Memo 25-5, Par 10, 10 July 1946).

14. AUTHORIZATION: AR 40-210, Par 24, 25 Apr 1945.

15. FREQUENCY AND DUE DATE: Monthly Report submitted within one day of 2400 hours of the last Friday of each month.

16. DISTRIBUTION: (USAFE Reg 25-1, 31 Oct 1946).

a. Original and 5 copies initiated by base surgeon.

b. Original and two copies to Hq 64th FW, APO 62, (Attn: Surgeon's Office).

c. One copy marked "Information Copy" forwarded direct to Commanding General XII TAC, (Attn: Command Surgeon).

d. One copy marked "Information Copy" forwarded direct to the Office of the Theater Chief Surgeon, Hq US Forces in European Theater, APO 757, US Army. (Attn: Medical Records Section).

e. One copy to the Surgeon's files.

17. PREPARING THE REPORT SHEET:

a. The Report sheet will be a mimeographed form, and will bear in the heading the title "Monthly Venereal Disease Report", date of preparation, the name of the reporting unit, and a statement of the period covered in the report.

b. The Body of the report will contain the following:

(1) A list of all organizations depending upon the reporting dispensary for initial medical support.

(2) The mean strength of each organization for the reporting period.

(3) The number of Venereal Disease cases in each organization diagnosed and treated by the reporting Dispensary, designated by

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This page supersedes page 7, 64th Ftr Wg Memo 25-1, 5 September 1946.

name of disease and segregated according to whether or not they are EPTS. All cases will be carried for the reporting period during which the diagnosis is made.

(4) The monthly rate per thousand per annum for each organization listed on the Report. This is to be computed as follows:

Monthly rate = (Number of cases) X (1000) X (52)
per/th/per/A (Mean Strength) X (Number of weeks in period).

(5) Total days lost for each organization due to Venereal disease.

(6) The total mean strength of all organizations assigned to the dispensary for medical support, with the total cases of VD: aggregate monthly rate per thousand per annum, and total days lost.

(7) The signature of the reporting Surgeon.

18. SPECIAL INSTRUCTIONS:

a. A supplement sheet, control symbol: USAFE-AS-M10, will be included giving a statement of the following statistical information (XII TAC TWX No. A-6393-M, 6 May, 1946):

(1) Number of cases intoxicated at time of contact.

(2) Number of cases not intoxicated at time of contact.

(3) Number of cases that took prophylactic following contact.

(4) Number of cases that took no prophylactic following contact.

b. This report will include all Venereal Disease cases diagnosed at the reporting dispensary from all organizations obtaining direct medical support. (USAFE Letter 25-11, 11 December 1946). This will represent a consolidation of all cases of Venereal Disease shown in the weekly Statistical Health Reports during the reporting period.

c. The information for this report will be gathered from the Venereal Disease monthly Statistical Tables to be maintained by each Unit Surgeon as outlined in AR 40-210, Par 24.

d. This Report will be forwarded within one day of 2400 of the last Friday of each month.

e. A telephonic report will be made to the 64th FW Surgeon's Office immediately upon the diagnosis of any Venereal Disease Case.

This page supersedes page 8, 64th Ftr Wg Memo 25-1, 5 September 1946.

SECTION I.

REPORT OF SICK AND WOUNDED

19. FORM NUMBER AND STATISTICAL CONTROL SYMBOL: WDAGO Form No. 8-23 (AR 40-1025, Par 95, 12 Dec 1944): Control Symbol: USAFI-MCS-112.

20. SECURITY CLASSIFICATION: Restricted (AII TAC Memo 25-5, Par 11c, 10 July 1946).

21. AUTHORIZATION: AR 40-1025, 12 Dec 1944, Par 95: and Cir Ltr #37, Hq. ETOUSA Office of the Chief Surgeon, 20 Apr 1945, Sec IV.

22. FREQUENCY AND DUE DATE: Monthly Report submitted within five days of 2400 hours of the last Friday of each month (AII TAC Memo 25-5, Par 11d, 10 July 1946).

23. DISTRIBUTION:

a. Original and two copies initiated by Base Surgeon (AII TAC Memo 25-5, Par 11, 10 July 1946; and AR 40-1025, Par 95, 12 Dec 1944).

b. Original and one copy will go to the Office of the Theater Chief Surgeon, USAFE, APO 757, through channels (Cir Letter 37, OTCS Hq. USFET, Page 28, 1 July 1946).

c. One copy to Unit files.

24. PREPARATION OF THE REPORT SHEET: Detailed instructions for filling out the Report sheet, WD, AGO Form No. 8-23, will be found listed in each section of the report sheet itself.

25. SPECIAL INSTRUCTIONS:

a. Supplements.

(1) Medical records enclosed:

(a) All Medical records of all cases completed during the report period will be sent in with the report sheet WDAGO Form 8-23 (AR 40-1025, 12 Dec 1944, Par 112b: and Cir Letter 37, ETOUSA, Office of the Chief Surgeon, Sec II, Par 2, 20 Apr 1945). This means essentially that all EMT's made out in the unit dispensary and not forwarded with the Patient to some higher medical installation will be included.

(b) All EMT's of VD cases sent in will be in Original and duplicate. All other EMT's sent in will be original only. Duplicates of EMT's for patients other than VD case will NOT be sent.

1455

(2) Letter of Transmittal·

(a) A letter of transmittal in 2 copies will always be forwarded with the report, listing alphabetically by name, rank, and serial number all records included in the report (Cir Letter No. 37, OTCS, Hq USFET, 1 July 1946.

(b) "The medical and clinical records on non-Army patients will be segregated from the medical records of Army patients; when forwarded with the report of Sick and Wounded, and will be accompanied by a separate letter of transmittal in which the number of completed cases and the number of clinical records will be specified." (AR 40-1025, Par 1[illegible], 12 Dec 1944).

(3) On the last Friday of the month of February each year a "Remaining Card" will be made out on each current patient whose period of treatment began prior to 1 January of that year. The remaining cards will be labelled as such, and will be sent in with the report of Sick and Wounded and listed in the letter of transmittal (AR 40-1025, Par 115, 12 Dec 1944).

b. Under Section 3 of the report sheet, (Mean Army Strength for the Report Period), Include the mean strengths of all command and attached organizations listed in section 8. (Composition of Command and attached Organizations).

c. This report will be submitted by the unit Surgeon within five days of the last Friday of each month.

SECTION V

REPORT OF MEDICAL DEPARTMENT PERSONNEL.

26. FORM NUMBER AND STATISTICAL CONTROL SYMBOL: WDAGO Forms 8-19 and 8-164 (XII TAC Memo 25-5, Par 9, 10 July 1946): Control Symbols:

a. WDAGO Form 8-19: USAFE-AS-M9 and USFET-MCM-101.

b. WDAGO Form 8-164: USAFE-AS-M9 and USFET-MCM-102.

27. CLASSIFICATION: Restricted (XII TAC Memo 25-5, Par 9, 10 July 1946).

28. AUTHORIZATION: WD Cir 28b, 10 July 1945.

This page supersedes page 10, 64th Ftr Wg Memo 25-1, 5 September 1946.

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(2) Letter of Transmittal:

(a) A letter of transmittal in 2 copies will always be forwarded with the report, listing alphabetically by name, rank, and serial number all records included in the report (Cir Letter No. 37, OTCS, Hq USFET, 1 July 1946.

(b) "The medical and clinical records on non-Army patients will be segregated from the medical records of Army patients; when forwarded with the report of Sick and Wounded, and will be accompanied by a separate lcetter of transmittal in which the number of completed cases and the number of clinical records will be specified." (AR 40-1025, Par 105, 12 Dec 1944).

(3) On the last Friday of the month of February each year a "Remaining Card" will be made out on each current patient whose period of treatment began prior to 1 January of that year. The remaining cards will be labelled as such, and will be sent in with the report of Sick and Wounded and listed in the letter of transmittal (AR 40-1025, Par 115, 12 Dec 1944).

b. Under Section 3 of the report sheet, (Mean Army Strength for the Report Period). Include the mean strengths of all command and attached organizations listed in section 8. (Composition of Command and attached Organizations).

c. This report will be submitted by the unit Surgeon within five days of the last Friday of each month.

SECTION V

REPORT OF MEDICAL DEPARTMENT PERSONNEL

26. FORM NUMBER AND STATISTICAL CONTROL SYMBOL: WDAGO Forms 8-19 and 8-164 (XII TAC Memo 25-5, Par 9, 10 July 1946): Control Symbols:

a. WDAGO Form 8-19: USAFE-AS-M8 and MCM-101.

b. WDAGO Form 8-164: USAFE-AS-M9 and MCM-102.

27. CLASSIFICATION: Restricted (XII TAC Memo 25-5, Par 9, 10 July 1946).

28. AUTHORIZATION: WD Cir 23b, 10 July 1945.

R E S T R I C T E D

This page supersedes page 10, 64th Ftr Wg Memo 25-1, 5 September 1946.

29. FREQUENCY AND DUE DATE: Monthly report initiated within one day of 2400 hours of the last day of the month.

30. DISTRIBUTION: (XII TAC Memo, 25-5, Par 9e, 10 July 1946).

a. Original and 4 copies initiated by Base Surgeon.

b. One copy will be mailed direct to the Surgeon General's Office, US Army, Attn: Chief of Personnel Service, Washington 25, D.C.

c. One copy will be mailed direct to the Air Surgeon AAF, Washington 25, D.C.

d. One copy will be mailed direct to the Office of The Chief Surgeon, USFET, APO 757, (ATTN: Medical Records Section).

e. One copy to the Hq. 64th FW, APO 62, (Attn, Surgeon's Office).

f. One copy to unit files.

31. PREPARATION OF THE REPORT SHEET: The Report sheets WDAGO Forms 8-19 and 8-164, will be filled out according to the instructions found on the reverse of the sheets, except for changes listed in "Special Instructions" below.

32. SPECIAL INSTRUCTIONS:

a. Supplements:

(1) There will always be a roster of Units included in the Report. They will be listed by groups and squadrons. It will be headed by the title "Units included in this Report" and identified as a supplement to the monthly Statistical Report, 8-19, for the period covered in the report.

(2) There will always be a supplement listing all changes of the location of Units included in the report. Previous location, present location, and specific order number will be stated. If there have been no changes there will be a statement to that effect. It will be headed by the title "Change of Location of units" and identified as a supplement to the monthly Statistical report, 8-19, for the period covered in the report.

(3) There will always be a supplement giving all changes of Status of Medical Department Officers. Any Officer, whose Status has been changed in any way

will be listed in the Report by Name, Rank ASN, Organization, and Details of Status change including a statement of the orders bringing about the status change. If there are no changes it will be so stated. The Officers will be listed under the title "Change of Status of Medical Officers" and identified as being a supplement to the Monthly Statistical Report, 8-19, for the Period covered in the report.

b. Both WD AGO Form 8-19 and WD AGO Form 8-184 will be submitted with this report. If these forms are not available they will be reproduced (Cir Letter No. 91, Hq. USFET, Office of the Theater Chief Surgeon, Sec 1 Par 2, 31 Dec 1945).

c. Table VII of form 8-19 will have no entries on lines 62 to 72 inclusive: only those MOS numbers which are provided for on lines 41 to 61 inclusive are to be included. Civilian employees included will be those who are performing duties comparable to those prescribed under the MOS number listed (XII TAC Med Bul 12, Par 34, 8 Apr 1946).

d. Additional SSNs will not be added in Section VIII of form 8-19 to those already listed in lines 1 through 35 (XII TAC Memo 25-5, Par 9, 10 July 1946).

e. This report will be submitted within one day of 2400 hours of the last day of the month.

SECTION VI

STATISTICAL HEALTH REPORT.

33. FORM NUMBER AND STATISTICAL CONTROL SYMBOL: WD AGO Form 8-122 (AR 40-1080, 28 Aug 1945, Sec I Par 1a); Control Symbol: USAFE-MCS-79.

34. SECURITY CLASSIFICATION: Restricted (XII TAC Memo 25-5, Par 8d, 10 July 1946).

35. AUTHORIZATION: AR 40-1080, 28 Aug 1945; and Off Ch Surg, Cir Ltr No. 77, 3 Nov 1945.

36. FREQUENCY AND DUE DATE: Weekly report ending at 2400 each Friday. Telephonic report will be made to next higher echelon not later than Saturday at 1200 following report period. Confirmation copy will be forwarded by most expeditious means at the same time telephonic report is made (Off Ch Surg, Cir Ltr No. 77, 3 Nov 1945, Par 1f).

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will be listed in the Report by Name, Rank A SN, Organization, and Details of Status change including a statement of the orders bringing about the status change. If there are no changes it will be so stated. The Officers will be listed under the title "Change of Status of Medical Officers" and identified as being a supplement to the Monthly Statistical Report, 8-19, for the Period covered in the report.

b. Both WD AGO Form 8-19 and WD AGO Form 8-164 will be submitted with this report. If these forms are not available they will be reproduced (Cir Letter No. 91, Hq. TSFET, Office of the Theater Chief Surgeon, Sec 1 Par 2, 31 Dec 1945).

c. Table VII of form 8-19 will have no entries on lines 62 to 72 inclusive: only those MOS numbers which are provided for on lines 41 to 61 inclusive are to be included. Civilian employees included will be those who are performing duties comparable to those prescribed under the MOS number listed (XII TAC Med Bul 12, Par 34, 8 Apr 1946).

d. Additional SSNs will not be added in Section VIII of form 8-19 to those already listed in lines 1 through 35 (XII TAC Memo 25-5, Par 9, 10 July 1946).

e. This report will be submitted within one day of 2400 hours of the last day of the month.

SECTION VI

STATISTICAL HEALTH REPORT

33. FORM NUMBER AND STATISTICAL CONTROL SYMBOL: WD AGO Form 8-122 (AR 40-1080, 28 Aug 1945, Sec I Par 1a); Control Symbol: Med 11.

34. SECURITY CLASSIFICATION: Restricted (XII TAC Memo 25-5, Par 8d, 10 July 1946).

35. AUTHORIZATION: AR 40-1080, 28 Aug 1945; and Off Ch Surg, Cir Ltr No. 77, 3 Nov 1945.

36. FREQUENCY AND DUE DATE: Weekly report ending at 2400 each Friday. Telephonic report will be made to next higher echelon not later than SAturday at 1200 following report period. Confirmation copy will be forwarded by most expeditious means at the same time telephonic report is made (Off Ch Surg, Cir Ltr No. 77, 3 Nov 1945, Par 1f).

This page supersedes page 12, 64th Ftr Wg Memo 25-1, 5 September 1946.

37. DISTRIBUTION:

a. Report will be initiated by the unit surgeon in original and two copies.

b. Original will be marked "Information Copy" and forwarded direct to the Office of the Theater Chief Surgeon, USFET, APO 757 (Attn: Medical Records Division) by the most expeditious means available (Cir Ltr 37, OTCS. Hq USFET, 1 July 1946) one copy of form 302 will be enclosed.

c. One copy to Hq 64th Fighter Wing, APO 62 (Attn: Surgeon's Office). Two copies of form 302 will be enclosed.

d. One copy to Unit files.

38. PREPARATION OF THE REPORT SHEET:

a. General Remarks.

(1) Only army patients will be accounted for in this report OFF Ch Surg; Cir Ltr 77; Par 2a, 3 Nov 1945).

(2) Each report will have the following typed in the upper right hand corner, prior to submission; "REGISTRY NUMBER WD 201" (XII TAC Memo 25-5, Par 8h (1), 10 July 1946).

(3) Under (A) "Unit and Location" state the location of the Army Air Base and Army Post Office (APO) Number, US Army. The Coordinates Telephone number and major command will also be included.

b. Mean Strength (Part I): The mean strength will include the aggregate mean strength of all organizations being given primary medical care by the Dispensary, regardless of parent organization (XII TAC Med Bul, #16, Par 9, 18 Sept 46).

c. Admissions, Dispositions And Total Number of Patients Under Treatment (Part II).

(1) NOTE: Under Part II, only the columns labelled DISEASE (4), INJURY (5), DISEASE (7), INJURY (8), and TOTAL (10) are used. The figure under the column labelled TOTAL (10) is the aggregate total.

(2) Line 2; Remaining From Last Report --the figure in this line must correspond with (line 14) of the previous week's report.

This page supersedes page 13, 64th Ftr Wg Memo 25-1, 5 September 1946.

(3) Line 3, (a) Direct:--include all patients, from whatever command, admitted to the reporting unit, except patients admitted by transfer from another medical installation (AR 40-1080, Sec II, Par 21b (1), 28 Aug 1945).

(4) Line 4; Transfer From Quarters Or Dispensary:--does not apply.

(5) Line 5; Transfer From Hospital:--does not apply.

(6) Line 6; Total Treated:--total admissions.

(7) Line 7; Duty:--include all patients returned to duty (AR 40-1080, 28 Aug 1945, Sec II Par 21c).

(8) Line 8; Transfers:--include all patients transferred by reporting unit to another unit (AR 40-1080, Par 21c Sec II, 28 Aug 1945).

(9) Line 9; (J) Deaths:--include all patients who died while under medical care and also deaths carded for record only. (AR 40-1080, 28 Aug 1945, Sec II Par 21c). A separate report will be attached containing the following data (Cir Ltr 37, Hq USFET, OTCS, 1 July 1946, Sec XIII, Par 4):

(a) Full name, grade, army serial number, and arm or service.

(b) Unit of assignment.

(c) Place of death (give name and geographical location of installation in which death occurred).

(d) Immediate cause of death.

(e) Contributory cause of death.

(f) Major findings.
(1) At operation.
(2) At autopsy.

(g) When an autopsy has not been performed, this fact will be stated.

(h) In case of suicide or homicide, the fact will be stated.

(i) In cases where insufficient information is available to determine the cause of death, state: "No further information available".

(10) Line 10; CDD:--does not apply.

(11) Line 11; Evacuated to ZI:--does not apply.

(12) Line 12: Otherwise:-- include cases carded for record only, AWOL in excess of 10 days and any other disposition not specifically mentioned (AR 40-1080, Sec II Par 21c, 28 Aug 1945).

(13) Line 13: Total Dispositions;--include the total dispositions for the reporting week.

(14) Line 14; (L) Remaining On Last Day Of Period:--include patients not disposed of at the end of the reporting period.

d. Army Neuropsychiatric Cases (Part III):--to be reported as "NONE".

e. Patients Occupying Beds (Part IV):--to be reported as "NONE".

f. Days lost By Army Patients (Part V):

(1) A tabulation of the number of days lost (including days lost due to venereal disease) during the report period by patients in a dispensary or quarters (AR 40-1080, Sec II Par 32, 28 Aug 1945).

(2) Only the columns labelled WRS (1) and TOTAL (4) will be used.

g. Days Lost By Army Patients Due To Venereal Diseases (Part IV): Venereal Disease will be treated on a quarters status in the dispensaries so long as beds are available, thereby necessitating the losing of days due to V.D. (USFET Cir 123, 3 Sept 1946).

h. Hospitalization Data (Par VII); to be reported as "NONE".

i. Miscellaneous (Part VIII):

(1) Line 35 and the first part of line 36 (Army patients on sick leave, etc), do not apply.

(2) Line 36; No. CRO:--includes cases treated on an outpatient status, etc. V.D. Cases will appear here only when adequate bed facilities do not exist for treatment in quarters, (USFET Cir 123, 3 Sept 1946).

(3) Line 37; Remarks:

(a) Include the number of Medical, Dental and MAC Officers.

(b) Include the number of Beds in the Dispensary and the

This page supersedes page 15, 64th Ftr Wg Memo 25-1, 5 September 1946.

number of Beds occupied. (Off Ch Surg, Cir Ltr 77, Par 8c, 3 Nov 1945).

(c) In the event of death during a reporting period, include the cause of such death. (XII TAC Memo 25-5, Par 8h (2), 10 July 1946).

j. Reportable Conditions (Part IX):

(1) All communicable diseases and other reportable conditions occurring among Army Personnel will be accounted for in the tabulation of Part IX of the form. Asymptomatic carriers or pathogenic organisms will not be reported as cases in Part IX. If admitted for treatment of the carrier condition, they will be shown under "Special not listed" (Off Ch Sur, Cir Ltr No. 77, 3 Nov 1945, Par 7a).

(2) The diagnoses to be reported are those listed on the form (Part IX) as well as those of special importance not listed thereon. It is of utmost importance that the commanding officers insure the prompt reporting of all communicable disease (Off Ch Surg, Cir Ltr No. 77, Par 7b, 3 Nov 1945).

k. "New Cases of Venereal Diseases Admitted (Part X):--all cases will be classified as EPTS (existed prior to service), or non-EPTS (not existed prior to service). (AR 40-1080, Sec II Par 36n, 28 Aug 1945).

39. SPECIAL INSTRUCTIONS:

a. Supplements:

(1) A separate sheet will always be enclosed with the Form 8-122 giving the name of each organization being given primary medical care by the dispensary. These organizations will be listed by Groups and Squadrons and strength of each broken down into Officers, EM, W/O, F.O, and Total (Off Ch Surg, Cir Ltr No. 77, 3 Nov 1945, Par 10b). One Subtotal will be shown separately for all units assigned to XII TAC and another for all other units. (XII TAC Med Bul, # 16, Par 9, 18 Sep 1946).

(2) A separate sheet will always be attached containing a roster of all Medical Department personnel within the reporting unit. This roster will list each man by NAME, RANK, MOS, AGE, ADJUSTED SERVICE RATING, MARRIED OR SINGLE, PHYSICAL PROFILE, SERIAL NUMBER AND TIME OVERSEAS.

This page supersedes page 16, 64th Ftr Wg Memo 25-1, 5 September 1946.

RESTRICTED

number of Beds occupied. (Off Ch Surg, Cir Ltr 77, Par 8c, 3 Nov 1945).

(c) In the event of death during a reporting period, include the cause of such death. (XII TAC Memo 25-5, Par 8h (2), 10 July 1946).

j. Reportable Conditions (Part IX):

(1) All communicable diseases and other reportable conditions occurring among Army Personnel will be accounted for in the tabulation of Part IX of the form. Asymptomatic carriers or pathogenic organisms will not be reported as cases in Part IX. If admitted for treatment of the carrier condition, they will be shown under "Special not listed" (Off Ch Surg, Cir Ltr No. 77, 3 Nov 1945, Par 7a).

(2) The diagnoses to be reported are those listed on the form (Part IX) as well as those of special importance not listed thereon. It is of utmost importance that the commanding officers insure the prompt reporting of all communicable disease (Off Ch Surg, Cir Ltr No. 77, Par 7b, 3 Nov 1945).

(3) An Individual Report will be rendered for each Case listed in lines 46, 50, 51, 64, 65, 74, 76, 79, and each case of unusual epidemic disease, (Section XIII Cir Ltr 37 OTCS, 1 July 1946).

k. "New Cases of Venereal Diseases Admitted (Part X):--all cases will be classified as EPTS (existed prior to service), or non-EPTS (not existed prior to service). (AR 40-1080, Sec II Par 36n, 28 Aug 1945).

9. SPECIAL INSTRUCTIONS:

a. Supplements:

(1) A separate sheet will always be enclosed with the Form 8-122 giving the name of each organization being given primary medical care by the dispensary. These organizations will be listed by Groups and Squadrons and strength of each broken down into Officers, EM, W/O, F.O, and Total (Off Ch Surg, Cir Ltr No. 77, 3 Nov 1945, Par 10b). One Subtotal will be shown separately for all units assigned to XII TAC and another for all other units. (XII TAC Med Bul, #16, Par 9, 18 Sep 1946).

(2) A separate sheet will always be attached containing a roster of all Medical Department personnel within the reporting unit. This roster will list each man by NAME, RANK, MOS, AGE, ADJUSTED SERVICE RATING, MARRIED OR SINGLE, PHYSICAL PROFILE, SERIAL NUMBER AND TIME OVERSEAS.

RESTRICTED

This page supersedes page 16, 64th Ftr Wg Memo 25-1, 5 September 1946.

THIS PAGE IS DECLASSIFIED IAW EO 13526

g. Section II:

A. Removal from flying duty & non battle deaths:

This section will be in the form asupplement due to lack of space provided. The following information will be furnished: Name, Rank, Serial number, Rating, date of removal from flying duty, diagnosis, and days lost for all men removed from flying duty. The name of each man removed from flying status will appear here in the report covering the week during which he was removed. It will appear each subsequent week so long as he remains off flying status during the entire week. The week during which he is returned to flying status, his name will Not Appear. One copy will be enclosed with the report sheet (AAF Reg. 15-205, Par 1, Sec II, 15 Sep 1945).

B. Indefinite suspension from flying: This Section if included in the provisions of section A (Removals from flying duty and nonbattle deaths). When the cause for removal is for Administrative reasons they will be dropped from the report. When they are removed for medical reasons they will be carried for (60) sixty days, then dropped, unless reinstated.

C. Battle Casualties: To be reported as "NONE".

D. Completion of combat tour: To be reported as "NONE".

E. Body Armor data: To be reported as "NONE".

46. SPECIAL INSTRUCTIONS:

a. Supplements.

(1) "Reasons for removal from flying duty" (See Par F 7 "A" above).

(2) There will always be a Roster of Personnel Newly assigned since Last Report. The following information will be furnished. Name, rank, rating, date assigned, age, date graduated from cadets, previous organization, total flying time. One copy will be enclosed with the report sheet.

b. This report will be telephoned to this Office by 1200 Saturday following the close of the report period, and confirming copy dispatched immediately.

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R E S T R I C T E D

SECTION VIII

USAFE PERSONNEL REPORT

47. FORM NUMBER AND STATISTICAL CONTROL SYMBOL: No form is used. this is a telephonic report. Control Symbol: [illegible]-11.

48. SECURITY CLASSIFICATION There is no security classification.

49. AUTHORIZATION: XII TAC Memo 25-5, 10 July 1946.

50. FREQUENCY AND DUE DATE: Weekly report submitted each Friday by telephone giving the unit personnel status as of thursday midnight.

51. DISTRIBUTION: Does not apply.

52. PREPARATION OF THE REPORT SHEET: There is no report sheet forwarded to this office. However, the report will be broken down into two sections as follows:

   a. The following information will be given separately for MC's, MAC's DC's:

      (1) Assigned strength.

      (2) Number elegible for redeployment but not in pipeline.

      (3) Number that have left the theater during the reporting week.

      (4) Number of replacements that have been received during the report period.

   b. The following information will be given for Medical Department Enlisted Men:

      (1) Authorized strength.

      (2) Number assigned.

      (3) Number not eligible for redeployment, regular army and volunteers.

      (4) Number eligible for redeployment, but not in pipeline.

      (5) Number of replacements received during the report period.

53. SPECIAL INSTRUCTIONS: This report will be telephoned in to this Office each Friday.

R E S T R I C T E D

EMERGENCY MEDICAL TAG

54. FORM NUMBER AND STATISTICAL CONTROL SYMBOL: Medical Department Form 52b. No Control Symbol (This sheet is submitted with WDAGO Form 8-123 under the Control Symbol USAFE-MCS-112).

55. SECURITY CLASSIFICATION: Not classified.

56. AUTHORIZATION: AR 40-1025, Par 3, 12 Dec. 1944.

57. FREQUENCY AND DUE DATE: Initiated immediately upon admission of each dispensary patient.

58. DISTRIBUTION: (AR 40-1025, Par 112b, 12 Dec 1944, and Cir Letter 37, ETOUSA of the Chief Surgeon, Sec II, Par 2, 20 Apr 1945).

   a. Original and one copy will be initiated by Unit Surgeon.

   b. Original and duplicate for all Venereal Disease Cases will be forwarded to this Office with The Report of Sick and Wounded at the end of the month.

   c. All originals of all completed cases will be forwarded to this Office with the Report of Sick and Wounded.

   d. All originals of all transferred cases will accompany the patients.

   e. All duplicates other than Venereal Disease cases will go to the initiating Surgeon's files.

59. PREPARATION OF THE REPORT SHEET:

   a. The EMT will be made out whenever possible on the typewriter. When this is not possible use ink.

   b. Care must be taken not to extend entries over the spaces allocated to them on the card. In the event that the space on the tag is insufficient for the entry required, a small letter will be placed in parentheses after as much of the entry as will go into the space, and the entry continued on the reverse side of the tag, following repetition of the same letter. The letter (a) will be used the first time this is necessary on any card, and subsequent letters of the alphabet will be used for other entries.

   c. Only authorized abbreviations will be used.

   d. The word "copy" will be entered on the duplicate copy of every EMT.

THIS PAGE IS DECLASSIFIED IAW EO 13526

e. When patients are carded for record only the intials "CRO" will appear at the top of the card.

f. In the upper left corner of the tag will be typed "64FW"; in the upper right corner will be typed "XII TAC".

g. The Army name and serial number of the patient is given. Do not use "Nicknames"

h. The physical profile number will be placed above the name and serial number on all cards other than CRO cards.

i: "Grade": Give proper Army rank.

j. "Regiment and Arm or Service": Enter the patient's proper and complate organization. Insert "AAF Ground ", "AAF, Flying", "Non-Pilot", or "AC", as appropriate.

k. "Age": List age to nearest year.

l. "Race": Use "W" for white, "C" for colored, etc.

m. "Nativity": Name the State in which patient was born.

n. "Service, years": Give patients length of service to nearest month (use hyphen - Example: 2-3/12).

o. "Date": Day, month, and year patient is tagged.

p. "Hour": Use standard army four digit time stating hour on which patient is tagged.

q. "Station where Tagged": Give the appropriate name of base and AAB dispensary. Also include geographical location and APO: Example:

Fritzlar AAB Dispensary
Fritzlar, Germany
APO 110

r. "Diagnosis":

(1) Wherever possible, the standard terms for diagnosis given in section IV, AR 40-1025, will be used. The additional information listed after the diagnostic term in the regulation will also be given. If some of the information cannot be obtained with diagnostic procedures available at the dispensary, a note such as "Type Undetermined" will be made.

(2) Refer to paragraph 77, AR 40-1025 for proper entries in case a definite diagnosis cannot be made, or if it is desired to admit the patient to a hospital for administrative reasons, Under no circumstances will an entry such as NYD or "Not yet Diagnosed" be used.

(3) The word "Observation" will be used only for those conditions listed under that heading in paragraph 78b AR 40-1025.

(4) In case more than one diagnosis is made on a patient, the diagnoses will be numbered. The proximate cause of admission will be listed first, and subsidiary conditions in order of importance (Paragraph 53a, AR 40-1025). If there is more than one diagnosis, then the line of duty will also be numbered. Example: LD (1) yes (2) yes.

(5) The how, when, where, and whether accidentally incurred must be stated in the case of accidents.

s. "Line of Duty": Where there is a question concerning line of duty, refer to Circular Letter No. 37, Hq ETOUSA, Office of the Chief Surgeon, Par 16, 20 Apr 1945.

t. "Treatment": This section must always be filled in. If treatment is given, fill in appropriate spaces. If no treatment is given, write "NONE".

u. "Disposition": When patient is transferred to another medical installation give the name of the installation, Geographical location, and APO. The date and hour of disposition must be marked in the appropriate spaces. When the patient is being treated on an out-patient status the disposition will be "Performing Duty" and the date and hour the same as the date and hour of admision. (Venereal Disease is not to be treated on an out-patient status). When a patient is admitted to the Dispensary for treatment the Disposition will be "Duty, General Service" or "Duty, Limited Service" and the date and hour will be that on which he was discharged from the dispensary.

v. "Signature": Be certain that the EMT is signed by the Surgeon. His name, rank and organization should also be typed in this space.

69. SPECIAL INSTRUCTIONS:

a. See Illustration No. 1 for an example of an EMT, MD Form No 52 Lb, correctly completed.

This page supersedes page 23, 64th Ftr Wg Memo 25-1, 5 September 1946.

(2) Refer to paragraph 77, AR 40-1025 for proper. entries in case a definite diagnosis cannot be made, or if it is desired to admit the patient to a hospital for administrative reasons, Under no circumstances will an entry such as NYD or "Not yet Diagnosed" be used.

(3) The word "Observation" will be used only for those conditions listed under that heading in paragraph 7[illegible]b AR 40-1025.

(4) In case more than one diagnosis is made on a patient, the diagnoses will be numbered. The proximate cause of admission will be listed first, and subsidiary conditions in order of importance (Paragraph [illegible], AR 40-1025). If there is more than one diagnosis, then the line of duty will also be numbered. Example: LD (1) yes (2) yes.

(5) The how, when, where, and whether accidentally incurred must be stated in the case of accidents.

s. "Line of Duty": Where there is a question concerning line of duty, refer to Circular Letter No. 37, Hq ETOUSA, Office of the Chief Surgeon, Par 1a, 20 Apr 1943.

t. "Treatment". This section must always be filled in. If treatment is given, fill in appropriate spaces. If no treatment is given, write "NONE".

u. "Disposition": When patient is transferred to another medical installation give the name of the installation. Geographical [illegible] The date and hour of disposition must [illegible] When the patient is being [illegible] the disposition will be [illegible] the same as the date [illegible] is not to be treated [illegible] is admitted to the Dispensary [illegible] will be "quarters" and the date and hour [illegible] the date and hour of admission.

v. "Signature": Be certain that the EMT is signed by the Surgeon. [illegible] rank and organization should also be typed in this space.

60. SPECIAL [illegible]:

a. See Illustration No. 1 for an exmple of an EMT, MD Form No 52 ?b, correctly completed.

This page supersedes page 23, 64th Ftr Wg Memo 25-1, 5 September 1946.

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R E S T R I C T E D

64FW	XIITAC
NAME AND ARMY SERIAL NUMBER	
Charles H. Edwards	A-111111 39026423

GRADE	COMPANY	REGIMENT AND A. OR S.
Cpl		311th Ftr Sq, 314th Ftr Gp. "AAF Ground"

DIV	CORPS	ARMY	AGE	RACE	NATIV	SERVICE
			19	W	Va	2-1/12

STATION WHERE TAGGED	DATE	HOUR
Fritzlar AAB Dispensary, Fritzlar, Germany, APO 110	25 Jun: 1946:	1000

DIAGNOSIS: IF INJURY, STATE HOW, WHEN, WHERE

Appendicitis, Acute, Suppurative

LINE OF DUTY Yes

TREATMENT

None

ANTITETANIC SERUM: DOSE TIME
MORPHINE: DOSE TIME

DISPOSITION:	DATE	HOUR
Transferred to 112th Station Hosp. Kassel, Germany. APO 121	25 Jun:	1030

SIGNATURE, WITH RANK AND ORGANIZATION:

BYRON K. ANDREWS, Capt., M.C.

Form 52b-MEDICAL DEPARTMENT, USA
(Revised October 25, 1940)
6--15434

Illustration No. 1.

R E S T R I C T E D

SECTION X

INDIVIDUAL REPORT OF CASE OF VENEREAL DISEASE

61. FORM NUMBER AND STATISTICAL CONTROL SYMBOL: USFET M.D. Form No. 302, (Revised 15 Jan 1945). Control Symbol ETMCH-21.

62. SECURITY CLASSIFICATION: Restricted. (XII TAC Memo 2-5, Par 12 10 July 1946.

63. AUTHORIZATION: (XII TAC Memo 25-5, 10 July 1946. Chief Surgeon's Cir Ltr. No 20, 2 Feb 1944).

64. FREQUENCY AND DUE DATE: Individual VD report to be initiated immediately for each case of Venereal Disease diagnosed and under treatment.

65. DISTRIBUTION: (XII TAC Med Bul # 15, 26 August, 1946)

a. Original and six copies initiated by base surgeon.

b. Original will be sent with the copy of WDAGO Form 8-122 to the Office of the Theater Chief Surgeon, USFET, APO 757 (Attn: Med Records Division).

c. Two copies with the weekly Statistical Health Report WDAGO Form 8-122 to Hq 64th FW, APO 62. (Attn: Surgeon's Office). When a case is reported at a later weekly period than the one in which it was diagnosed, the 302 Forms should have a statement to that effect, as: "Reported on Form 8-122 for W/E 27 September 46.

d. One copy to Unit Commander of the individual contracting the disease (within 24 hours of the diagnosis). When the unit location is unknown, this copy will be forwarded immediately to Hq. 64th FW, APO 62 (Attn: Surgeon's Office).

e. One copy to Local Provost Marshall, for apprehending the contact.

f. One copy to local civilian Health Officer if the contact resides in the locality; or direct to the Office of the Theater Chief Surgeon, USFET, APO 757 (Attn: Medical Records Section) when the contact resides in a distant locality.

g. One copy to Unit File.

66. PREPARATION OF THE REPORT SHEET: All blank spaces on Form No. 302 will be filled out and all appropriate boxes checked. The report form is self-explanatory as to the information desired.

67. SPECIAL INSTRUCTIONS:

a. The name of the individual being reported upon will be shown as a part of Section 1 (XII TAC Med Bul 20 Aug 1946)

This page supersedes page 25, 64th Ftr Wg Memo 25-1, 5 September 1946.

R E S T R I C T E D

b. A separate report sheet will be prepared and submitted for every [illegible] "new" case of Venereal Disease [illegible]. [illegible] care will be taken to secure adequate information relative to the apprehending of the contact. Steps undertaken to apprehend the contact, and results of such action, will be noted (Cir 92 Hq USFET, 18 June 46).

c. Complete information on the report of investigation for each local contact will be maintained in the Surgeon's files. This information will be supplied whenever practicable on the Form 302's sent in with the Statistical Health Report.

SECTION XI

MEDICAL OFFICER'S REPORT OF AIRCRAFT ACCIDENT.

68. FORM NUMBER AND STATISTICAL CONTROL SYMBOL: WD AAF FORM 205 (XII TAC Memo 25-5, Par 17, 10 July 1946); Control Symbol: USAFE-AS-M1.

69. SECURITY CLASSIFICATION: Restricted (XII TAC Memo 25-5, Par 17c, 10 July 1946.

70. AUTHORIZATION: AAF Reg No. 15-205, 1 Nov 1944.

71. FREQUENCY AND DUE DATE: As soon as possible following accident, but not later than 7 days. In the event of fatalities, a tele-, type of telephonic message is also required (XII TAC Memo 25-5, Par 17c, 10 July 1946.

72. DISTRIBUTION: (XII TAC Memo 25-5, Par 17c, 10 July 1946).

a. Original and five copies initiated by Attending Surgeon.

b. One copy direct to Commanding General, AAF, Washington 25, D.C., (Attn: Chief of Flying Safety).

R E S T R I C T E D

This page supersedes page 26, 64th Ftr Wg Memo 25-1, 5 September 1946.

c. One copy direct to the Commanding General, AAF, Winston-Salem, N.C., (Attn: Chief of Flying Safety).

d. One copy direct to the Air Surgeon, USAFE, APO 633.

e. Two copies to Hq. 64th Fighter Wing, APO 62, (Attn: Surgeon's Office).

f. One copy to Unit Files.

73. PREPARATION OF THE REPORT SHEET:

1. The preparation of most of this report is self-explanatory.

2. Under the heading "EQUIPMENT CHECK", note especially if seat belts, shoulder harness, or any other safety devices were used, and if so, with what result.

74. SPECIAL INSTRUCTIONS: This report will always be submitted by the attending Surgeon within 7 days following investigation of the accident. The attending Surgeon will obtain the information necessary for the completion of AAF Form 205 by the most expedient method possible from the Unit Surgeon of each reported on.

SECTION XII

REPORT OF DEATH

75. FORM NUMBER AND STATISTICAL CONTROL SYMBOL: TELETYPE OR TELEPHONIC MESSAGE (XII TAC Memo 25-5, Par 14, 10 July 1946).

76. SECURITY CLASSIFICATION: (XII TAC Memo 25-5, Par 14c (1), 10 July 1946).

1. Teletype; Restricted, Priority.

2. Telephonic Message: Open wire.

77. AUTHORIZATION: TWX UA 2214, Hq. USAFE, 19 Feb 1946.

78. FREQUENCY AND DUE DATE: Within six (6) hours after death occurs, or is discovered.

79. DISTRIBUTION: In case of a death, the Wing Surgeons Office will be immediately notified by Telephone, followed by a TWX with the following distribution;

a. One to Wing's Surgeon's Office.

b. One to AG Casualty Section, [illegible] APO 7[illegible] [illegible] Army (XII TAC Memo 25-5, Par e (1), 10 July 19[illegible]).

c. One to unit concerned to which deceased was attached or assigned (XII TAC Memo 25-5, Par 14e (2), 10 July 194[illegible].

80. PREPARATION OF THE REPORT SHEET:

a. There is no standard WD AGO Form for a Report of Death.

b. When a Report of Death is made by Teletype or by a Telephonic Message, it will include the following (XII TAC Memo 25-5, Par 1[illegible], 10 July 19[illegible]):

(1) Name, Grade, Serial Number, and Organization.

(2) Diagnosis.

(3) Date of Death.

(4) Place of Death.

(5) Name and Address of Emergency Addressee, if known.

81. SPECIAL INSTRUCTIONS:

a. A Death is handled the same manner as a patient on WD AGO Form 8-122 and the attached addendum sheet.

b. This report will be submitted within [illegible] hours after death occurs, or is discovered.

SECTION XIII

REPORT OF DENTAL SERVICE.

82. FORM NUMBER AND STATISTICAL CONTROL SYMBOL: WD AGO 8-98. Report Control Symbol: [illegible]-2.

83. FREQUENCY AND DUE DATE: Monthly, period ending 2400 hours on last day of month.

84. CLASSIFICATION: Restricted.

85. TIME OF SUBMISSION: To Reach Command Dental Surgeon by the fourth day of month following reporting period.

86. COPIES AND DISTRIBUTION:

a. Original and four copies initiated by Unit Dental Surgeon.

b. Original and one copy direct to the Dental Surgeon, Hq. USAFE, APO 633, by the fourth day of month following reporting period.

c. One copy (marked "Information") will be sent to Commanding General, Hq. XII TAC, APO 62, (Attn: Command Dental Surgeon).

d. One copy, (marked "Information") will be sent to Hq. 64th Fighter Wing, APO 62, (Attn: Surgeon's Office).

e. One copy to Unit files.

87. PREPARING THE REPORT SHEET: AR 40-1010 and USAFE Reg 25-8, 9 October 1946, will be used for guidance in completing the Report of Dental Service on the last day of each month.

88. SPECIAL INSTRUCTIONS: This report must reach the Command Dental Surgeon's Office by the fourth day of the month.

BY ORDER OF COLONEL DORR:

KYLE L. RIDDLE
Colonel, Air Corps,
Chief of Staff.

OFFICIAL:

R E Kravutske
R.E. KRAVUTSKE
Major, Air Corps,
Adjutant.

DISTRIBUTION: "C"

This page supersedes page 29, 64th Ftr Wg Memo 25-1, 5 September 1946.

HEADQUARTERS
64TH FIGHTER WING
APO 62 US ARMY

M-F-4

Bad Kissingen, Germany
1 February 1947

WING MEDICAL HISTORY
January 1947

1. The January VD rate for the 64th Fighter Wing was 124.2 cases per thousand per annum. This rate was due in part to the five (5) week reporting period and to the laxness so obviously prevalent during the holiday season.

2. A survey of the USFET MD Form 302 (Individual Report of Venereal Disease) reveals an amazing lack of precaution and self-interest on the part of personnel contracting a Venereal Disease. Of all VD cases diagnosed, on which an individual report was submitted, only one person made use of an official prophylactic station, twelve persons used no "pro" at all, seventeen used either a condom or a prokit, and only eight used the prescribed combination of condom and prokit. The only conclusion one can draw from the above information there is generally an apathetic attitude to the complete prophylactic set-up made available by the army.

3. During January there were four changes in the professional branch and one in the administrative branch of the Wing Medical Department. Major E. Otter Murray, M.C., and 1st Lt. Leonard B. Bernstein, D.C, were transferred to Bremerhaven for redeployment to the Zone of Interior. 1st Lt. Percy C. Rodwell Jr., D.C., was transferred to Fritzlar Air Base and Lt. (jg) Hand Zlatkind, D.C., was transferred to Hq 70th Fighter Wing. Captain John A. Travis, M.A.C., was transferred to Hq EAMC.

4. There were two deaths reported this month in the Wing, the first was that of an officer and the second was an enlisted man. Pertinent information relating to both deaths is listed below.

BLACK, Robert M. 0-835431 1st Lt AC 2010 Labor Supv Co
Death due to A/C accident approximately 1623 hours, 31 Dec 46, one mile south of Augsburg, Germany.

QUIGLEY, William P. RA 39 107 227 AC 728 Air Materiel Sq, 486 ASG
Probable cause of death - alcoholism, acute, approximately 2300 hours 2 Jan 47, Lechfeld Air Base Dispensary.

REESE E. FAUCETTE
2nd Lt., MAC
Wing Med Adm Officer

Basic: Ltr. Office of the Surgeon, Fritzlar Air Base, dtd 14 March 47.
Subj: Annual Report, Medical Department Activities.

2nd Ind. [illegible]

HEADQUARTERS, [illegible] FIGHTER WING, APO 62, US ARMY, Bad Kissingen, Germany.

TO: Commanding General, XII Tactical Air Command, APO 62, US Army.

Forwarded herewith in compliance with AR 40-1005 is the Annual Report of Medical Department Activities at Fritzlar Air Base for the calendar year 1946.

FOR THE COMMANDING OFFICER:

7 Incls: n/c

Tel: Bad Kissingen Military 2216

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Basic: Ltr Hq Fritzlar Air Base, Subj: Annual Report of Medical Department Activities, dated 14 March 1947.

1st Ind.

HEADQUARTERS FRITZLAR AIR BASE, APO 171, US ARMY, Fritzlar, Germany, 21 March 1947 G/M/2

TO: Commanding Officer, 64th Fighter Wing, APO 62, US Army.

A.E. M. Jr.

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Basic: Ltr, Office of the Surgeon, ~~Schweinfurt~~ Fritzlar AB, dtd 29 Jan 47 15 Mar 47, Subj: Annual Report, Medical Department Activities.

~~1st~~ 2nd Ind.

HEADQUARTERS, 64TH FIGHTER WING, APO 62, US ARMY, Bad Kissingen, Germany.

TO: Commanding General, XII Tactical Air Command, APO 62, US Army.

Forwarded herewith in compliance with AR 40-1025 is the Annual Report of Medical Department Activities at ~~Schweinfurt~~ Fritzlar Air Base for the Calendar year 1946.

FOR THE COMMANDING OFFICER:

TEL: Bad Kissingen Military 2210

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OFFICE OF THE SURGEON
AAF STATION SCHWEINFURT GERMANY
APO 62 US ARMY

WD REGISTRY NO. 84
BATCH 17

29 January 1947

SUBJECT: Annual Report, Medical Department Activities from 1 January 1946 to 1 January 1947

TO : Surgeon, XII TAC, APO 62, US Army
thru: Surgeon, 64th Ftr. Wing, APO 62, US Army

1. Present Organization, Administration and Conduct of Medical Department Personnel.

a. The medical personnel at Schweinfurt Army Air Base is composed of 1 Medical Officer from Hq, 52nd Ftr.Gp., 1 Medical Officer from Hq & Base Serv.Sq., 473rd ASG, 1 Medical Aviation Examiner from Hq, 52nd Ftr.Gp., 1 Dental Officer and 1 Medical Administrative Officer, both of the 473rd ASG, 16 Enlisted Men assigned from the various squadrons, and 12 indigenous civilian personnel designated to both specific and general functions.

b. The Medical Department is administered by the Base Surgeon who is responsible to the Commanding Officer of the Base. The Aviation Medical Examiner is responsible for the examination and care of all flying personnel, the Dental Officer is responsible for the dental care of all concerned personnel including dependents, the two Medical Officers, of which one is designated Base Surgeon, the other his assistant, are directly responsible for all medical affairs of concerned personnel. The Medical Administrative Officer is in charge of medical supply and assists in all administrative duties. The NCO in charge is directly responsible to the Base Surgeon for the conduct and successful functioning of all enlisted and indigenous civilian personnel.

c. The medical facilities at Schweinfurt Army Air Base are a station dispensary with a capacity of 10 (ten) regularly made-up beds, a kitchen for preparation of all meals for quarters patients and attached enlisted medical personnel, a sick call room with treatment room attached, a dispensary pharmacy, two dental treatment rooms, an X-Ray photographing and developing service, a minor laboratory department, and emergency surgery, a private office of the Base Surgeon, and a medical administration office. All of the above departments have either been instituted or been subsequently altered and improved to meet current demands within the fiscal year 1946. Sterile supplies, surgical instruments, plasma, oxygen supply and general medical supplies are kept available in the emergency treatment room at all times. The X-Ray department, manned by a trained technician and his civilian assistant, is equipped to carry out both regular and dental X-Ray work, thereby saving many trips to the Evacuation Hospital for this service. Two dental rooms, fully equipped and in excellent condition are set up; however, only one dentist is in attendance pending the arrival of another Dental Officer,

therefore but one chair is being utilized at present. Several boxes, supplied with splint bandages, drugs, and tourniquets have been prepared, one being carried in each ambulance. A fully equipped ambulance is on the line at all times the field is declared open. Additional ambulances are declared alert at the base dispensary, one being utilized to transport patients requiring hospitalization to the 112th Evacuation Hospital when the occasion demands. During the month of August, a new prophylaxis station was constructed. This station is located within one hundred feet of the main gate, and is prominently marked for both day and night time visibility. The interior dimensions of the station are twelve by fifteen feet. There are two Bidet type fixtures for the prophylactic procedure, each in a both insuring complete privacy. Each booth also contains a wall urinal and small wash bowl for the hands. There is a constant supply of hot water which may be individually mixed with any desired proportion of cold water, and which is delivered by a small hand shower-head. The interior color-scheme is flat white and green, and lighting fixtures are so arranged as to provide uniform illumination. Attendants have been retrained with emphasis upon their professional conduct and the proper operation of a prophylaxis station as a subsidiary of the Base Dispensary.

d. A Medical Officer of the Day is on duty each day as well as one enlisted charge of quarters and one alert emergency driver for a 24 hours period. TheMOD is responsible for the proper functioning of Sick Call on the day of his tour and is assisted by the other MOs as needed. During the MOD's tour of duty all enlisted men are on the alert and functioning in their respective capacities. The Base Surgeon, assisted by the Medical Officers, is responsible for the treatment and care of all patients quartered at the Base Dispensary. He is also responsible for the treatment and care of all dependents, attached allied personnel, and supervision of physical inspection and immunization of all concerned Army and Non-Army personnel of this command.

2. There have been no unusual medical problems, including the problems of pediatrics at this station. The general health of the command is good. There have appeared no epidemics of contagious diseases and the VD rate has been relatively constant, notwithstanding the fluctuating mean strength of the command due to the various in-activations of old and assignments of new organizations to the command.

3. Medical supplies have been obtained satisfactorily from the supply issuing point located at the 112th Evacuation Hospital. Prior to the establishment of this issuing point, supplies were obtained from the Furth Medical Depot involving only a problem of distance and transportation.

4. In addition to the usual minor injuries of Base personnel there was one fatality sustained by a pilot on the 25 March 1946 when his plane flew directly into a mountain while flying instruments at 2500 feet. Cause of death was undetermined. A second fatality was recorded when a fire truck

operated by the deceased overturned. The patient's death was instantaneous due to a compound fracture of the skull with protusion of the brain. No other fatalities were recorded by this Unit. There have been no injuries due to offensive weapons in this organization; however, two self-inflicted, minor injuries were sustained by two respective enlisted men due to careless and uncalled-for misshandling of illegally loaded weapons.

5. History of redeployment activities, variations in organizational and personnel composition, and changes in location pertinent to the Medical Unit.

The beginning of 1946 saw the Medical Department as a functioning unit of the Hq 355th Ftr.Gp. and the Hq & Base Service Sq, 441st ASG and their subsidiary squadrons, located at AAF Station, Gablingen, Germany.

The Problems of redeployment at the beginning of the fiscal year presented somewhat of a serious situation for smooth functioning of a medical installation. Two Medical Officers were in attendance, aided by five enlisted men and one WAC, which plummeted the authorized quota of 32 Medical Department Personnel to the low margin of eight. The month of February saw a loss of 2 more enlisted men, lowering that margin to a low of 6. The beginning of the month of March was the ultimate of deprivation, when for a period of 14 days, one Medical Officer, Captain Carl J. Records, with the aid of a few indigenous civilian personnel, was left holding the tourniquet for a mean strength of 470 personnel. With the advent of spring, however, Regular Army replacements began knocking at Captain Records door and were greeted with open arms and instructions to pack up and leave by the 15th of April, 1946. By train time, there were 5 enlisted men to assist the Captain in loading the baggage for Schweinfurt Army Air Base, Schweinfurt, Germany. A merger of personnel, supplies, and utilities was affected and the present dispensary (disregarding later alteration by subsequent changes in the Base Surgeon's post) was set up to accommodate a somewhat deviating and fluctuating personnel 'medical coverage' quota. The remainder of the year was spent in adjustment to various organizational inactivations, assignments, and redesignations. Mid-summer saw the disbanding of the 355th Ftr. Gp. and squadrons attached, the gain of the Hq 52nd Ftr.Gp. and its subsidiaries, while in December 46 the inactivation of the 29th Tow Target Squadron was accomplished. The 441st ASG was officially redesignated the 473rd ASG, effective 26 December 1946, involving no changes in station.

The official designation of all units now covered by us at the beginning of the year 1947 are as follows:

Hq, 52nd Ftr.Sq. (AW)
2nd Ftr.Sq.
5th Ftr.
Hq & Base Serv. Sq., 473rd ASG
715th Air Mat Sq.
891st Air Eng Sq.
2032nd Lab.Sup.Co.
Det. 316, 133rd AACS
Det. 431, 134th AACS

ROBERT L. WYLIE
1st Lt. MC
Base Surgeon

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M-F-2

HEADQUARTERS
64TH FIGHTER WING
APO 62 US ARMY

Bad Kissingen, Germany
31 Jan 1947

SUBJECT: Medical History of the 64th Fighter Wing

TO: Commanding General, XII Tactical Air Command, APO 62, US Army (Attn: Command Surgeon)

1. In compliance with directions in AR 40-1005 and WD Ltr. AG 319.1 (9-15-12) EGM, 22 September 1942, subject: "Annual Reports, Medical Department Activities", the following history of Medical Department activities is submitted for the period of 1 January 1946 through 31 December 1946. This history includes that of all units operating under Headquarters 64th Fighter Wing, Headquarters, and Headquarters Squadron.

a. Activation and Early History.

(1) The 64th Fighter Wing was activated as the 3rd Air Defense Wing 12 December 1942 at Mitchell Field, New York, Per Par 11, GO # 31, First Fighter Command. While at Mitchell Field all personnel of the command were immunized for overseas duty. Lectures were given two hours a day to the medical personnel on first aid treatment of shock, cholorination of water, etc.

(2) The organization departed for foreign duty 8 February 1943, and arrived at Oran, Africa, 22 February 1943. They immediately moved to a bivouac area five miles northwest of St. Barb, called by the personnel "Mud Hill". Since it was only a temporary area the Dispensary equipment was not set up. All patients on sick call were taken to the 139th Aviation Medical Dispensary, which was set up in the immediate area.

(3) The initial mission of the Wing was to operate the Air Defense system of Algiers, but Colonel Israel, Commanding Officer, did not relish an assignment in a quiet sector. He was able to get the Wing assigned to the Thelepte section, and thus the 3rd became the first American Fighter Wing to enter a combat area. From that time till the cessation of hostilities the wing was intimately associated with such names as Tunisia, Panatelleria, Sicily, Salerno, Anzio, Cassino, Cisterna, St. Tropez, St. Maxime, Nancy, Landres, Battle of the Bulge, Saarland, Endenkoben, Schwabisch Hall, and Darmstadt. On 12 August 1943, in Sicily the 3rd Air Defense Wing was redesignated the 64th Fighter Wing, VOCG, XII Tactical Air Command.

1485

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performed by 64th Wing Headquarters and Headquarters Squadron. The Headquarters, located at Bad Kissingen Air Base during the entire year, received medical coverage from the 221st ~~General Dispensary.~~ Medical Dispensary, Aviation

(2) The following Medical Department Officers and men were assigned to Hq 64th Fighter Wing as of the beginning of the year:

Jack L. Doughtie, Lt. Colonel MC., Wing Surgeon
John J. Bahnak 1st Lt., MAC, Wing Med Adm. Officer
S/Sgt Robert M. Craig
Cpl John J. Gilmore
Pfc James I. Pearson

(3) Captain Philip B. Watkins was assigned as Assistant Wing Surgeon in February. Colonel Doughtie, Lt. Bahnak, and S/Sgt Craig were redeployed during March, and Captain Watkins was made Wing Surgeon. Cpl Gilmore was promoted to the grade of Sgt the same month. Lt. Reese E. Faucette, 2nd Lt. MAC, arrived in April, to take over the duties of Wing Medical Administrative Officer, though there was no T/O and E vacancy for that position. Pfc Pearson was promoted to Cpl 1 May. Sgt Gilmore was redeployed in June, and S/Sgt Richard G. Oldiges took his place. Captain Watkins was promoted to the rank of Major in June, and ~~[illegible]~~ was redeployed to the ZI on 15 July.

(4) The redeployment of Major Watkins was an experiment in Medical Administration, since there was no Medical Corps Officer to replace him. This left 2nd Lt. Faucette, MAC, in charge of the Wing Surgeon's office. ~~From that time on all professional matters concerning the operation of the Wing Dispensaries were routed direct to the XII Tactical Air Command Surgeon, while all other matters pertaining to the administration of the Medical department were coordinated through the Wing Surgeon's Office.~~ This arrangement seemed to work ~~efficiently~~ satisfactorily, as it was adopted in the 70th Fighter Wing shortly afterward.

(5) Sgt Oldiges was transferred to the A-2 Section in August, and was replaced by Pfc Bobbie G. Snook. Cpl Pearson was redeployed in October, leaving only Lt. Faucette and Pfc Snook in the Surgeon's Office for the remainder of the year.

(6) The Wing Medical Department began the year with sixteen (16) officers and twenty-three (23) enlisted men against a T/O & E of forty (40) officers and one hundred fifty eight (158) enlisted men. It ended the year with twenty-four (24) Officers and sixty-four (64) enlisted men assigned under a T/O & E for twenty-eight (28) Officers and eighty-four (84) enlisted men. Officers by Name, Grade, Component, and category at the end of the year are listed in Table I.

(7) Emphasis at the beginning of the year was on the functional breakdown of units under the Wing, with reports coming into

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syphilis and other cases sent to the hospitals for diagnosis and treatment should be included in the reports emanating at the source of the treatment, in other words, the hospital. Another good question which has received many answers is this: Who is charged with the Venereal Disease cases from among transient and TDY military personnel?

(6) Reports, all of them with the exception of the telephonic reports, were consistently late throughout the year. Copies of the reports to confirm the telephone calls were equally late. No ammount of planning, devising, scheming, tricking, threatening, cajoling, flattering, bribing, reminding, tracing, checking, or storming seemed to have any effect. It was always the fault of someone else.

(7) Flight Surgeons and Aviation Medical Examiners were at a premium during most of the year. From May to November the 7th and 47th Liaison Squadron were unattended. The 14th Liaison Squadron never did have one. Schweinfurt Air Base had no one between August and November who could conduct a 64 exam. Fritzlar was without a Flight Surgeon for two months during the summer. Nordholz had none after 1 November 1946. This necessitated much liaison work to maintain connections for the completion of the necessary 64 examinations.

(8) The Wing Surgeon's Office has a T/O &&E allowance of one officer and two enlisted men. With a secretary thrownin, the office can finction administratively under this allotment. But there is not sufficient time available for the office staff to keep up in matters of Medical Department Policy other than through the employment of the purely mechanical devise of indicing the matters of policy as they are put into the files. Keeping up-to-date with events at the dispensaries, or having a first-hand knowledge of dispensary problems, is out of the question. Inspection trips can be made only at the risk of failing to comply with some important emergency request.

d. House Call vs. Sick Call.

(1) The arrival of Dependents brought an outcropping of uncomfortable problems. Apparently, the Medical Department T/O & E's for the wing were established on a troop basis. The allottment of Medical Corps Officers was set during the summer at 1.5 per thousand men. The dependents came expecting and demanding the same medical service available "back home".

(2) The establishment of regular clinic hours for dependents sick call only partially answered the problems. Mrs. Dependent calls the dispensary when Dependent junior becomes ill, and she's not going to take him out in the cold. Too often the call is made when the Medical Corps

Officer is already snowed under; and too often there is little attempt on the part of the Medical Officer, who is many times worn to the edge by incessant demands, to display an active interest in his patient's welfare. It is easy for the Medical Officer to become incensed at Mrs. Dependent's demands in view of his inability to meet them. Mrs. Dependent, on the other hand, is not interested in his inability to meet her demands-- her prime concern at the moment is junior's torturing fever.

(3) An additional load thrown into the Medical Department when the dependents began arriving was the job of performing the required physical examinations and immunizations for all household employees. Trouble and blame was upon the heads of the Medical Department officers whenever a venereal disease or other contageous disease among the household employees thrust its vulgar face into the melee.

(4) Even under the simplified supply system established in USFET's SOP No. 7-C, the dispensary supplies and equipment are many times inadequate, especially those items peculier to children. Redeployment had taken a toll on trained Medical Department Personnel. Out of twenty-two (22) ambulances assigned at the end of the year to provide coverage for seven (7) airstrips and six (6) dispensaries, eleven (11) were dead-lined and only four (4) were reported in good condition. This means that the Medical Officer cannot give his patients the unflagging personal concern so important to a good medical service. There are available no facilities for the hospitalization of the patients under his care; indeed, he is directed that he must normally allow no patient to remain more than seventy-two (72) hours under the limited dispensary care. To provide continual and unfailing service at the dependent homes is impossible. He often cannot even provide a comfortable ride for the long haul to the hospital.

(5) Here's how one of the Medical Corps Officers sums it up: "With the arrival of an increasing number of dependents of all ages, currently available medical facilities often prove grossly inadequate for the diagnosis and immediate treatment of various obstetrical, gynecological, and pediatric problems. Moreover, material failure in vehicles, seasonally inclement weather, and a strenuous evacuatory route combine to render ultimate medical evacuation (through established channels) a definite hazard to the seriously ill patient. Normal medical supply channels now furnish a quantity and quality of supplies which make minimal basic therapy available to the troops. The volume of supply, however, is apparently based upon actual troop strength, and presumably does not take into account the additional personnel (primarily dependent), nor the special problems they present. The medical care which these additional persons receive is, of necessity, subject to the limitations imposed by the lack of adequate equipment, and falls ~~corresponingly~~ correspondingly below desirable American medical standards."

1488

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(6) Various incidents of friction between the Medical Department and dependents who were dissatisfied with the medical service boiled up to a climax at the end of the year. Consequently, a letter was drawn up by the Wing Commander admonishing each squadron commander to "exert his personal attention and efforts toward providing the best medical care possible for dependents". This letter pointed out the following common deficiencies noted at the stations and included suggestions for overcoming them:

" a. Lack of interest displayed on the part of the Medical Officers in providing medical and dental care for dependents."

" b. Reticence on the part of the Community Medical Officer to make personal calls on dependent patients at their billets."

" c. Insufficient medical supplies to effect immediate treatment of dependent personnel in community dispensaries."

" d. Lack of sufficient medicines normally peculiar to the needs of dependents, especially children."

" e. Failure to determine the immunization status of dependents."

" f. Failure to enforce the examination and immunization standards of household employees."

Concurrently, a letter to all Medical Corps Officers in XII Tactical Air Command was being drawn up along the same lines by the XII TAC Surgeon. Both letters were distributed shortly after Jan 1, 1947.

e. <u>Specific details of operations: missions: changes and adaptations of organization to meet various situations</u>.

(1) With the exceptions of adaptations to meet problems posed by (a) dependents and (b) shortages of Flight Surgeons, the Wing Medical Situation was quite static during the entire year.

(2) Every base was without a Flight Surgeon at some time during the year. This required special Liaison work in maintaining facilities for "64" examinations. The Liaison Squadrons had to be assigned for medical care to Ground Force Dispensaries.

(3) The Air Force Dispensaries at Nordholz, Fritzlar, Schweinfurt, and Lechfeld were designated by higher headquarters as "Community Type Dispensaries" and granted a special T/O & E. Fritzlar's Community Type Dispensary had the unique ~~distiction~~ distinction of being set up roughly 15 miles from the base at Bad Wildungen, set aside as a Military Community. One Surgeon

1489

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one Nurse, and several Medical Department Personnel were assigned to work exclusively at this subsidiary dispensary. As the year ended, the Surgeon at this branch Dispensary was crying for help. In addition to the daily routine, he claimed to be responding to an average of three (3) to four (4) calls every night at the dependent billets.

f. Problems of closing-out of installations, packing and disposition of supplies and equipment.

Problems of closing-out of installations were of especial interest to the Medical Department only in that Nordholz Military Personnel with dependents had to be provided with Medical support at the old base until new housing facilities could be obtained at the new base. As a result of this situation, the only major move or closing-out activity attempted was still incomplete after two months, as of the end of the year. Nordholz AAB facilities were scheduled to go to Lechfeld AAB on 1 November. But a service force, including a staffed dispensary, had to remain behind to care for the dependent's community which was still not depopulated at the end of the year.

g. Problems incident to relations with civil population (to include data on public health and epidemiology).

(1) A lone instance is outstanding here. A survey in August on laundry habits among the reported cases of scabies within the Wing revealed that out of forty-four (44) cases of scabies between 15 June and 1 August, thirty-one (31) were having their laundry done in private homes, one (1) was doing his own laundry, and oney twelve (12) were utilizing the QM Laundry facilities.

(2) Problems relating to Venereal Disease, of course arising from relations with civilian population, is discussed in paragraph 8.

h. Military and Civilian Personnel.

Civilian technicans held very few Medical Department positions in the dispensaries. At the end of December there were three (3), one (1) Medical technician, one (1) Dental technician, and one (1) Dental hygienist. In addition, several secretarial positions were occupied by civilians, including one secretary in the Wing Surgeon's Office. The latter, at least, was quite indispensable. All civilian technicians, secretaries, and janitorial staffs were drawn from indigenous personnel.

i. Training of personnel; equipement; litterature; training aids; and special courses.

(1) Most of the training made available to Medical Department personnel was purely on-the-job training. Systems of rotation from one job to another was devised in the dispensaries in order to give a thorough

rounded-out background of experience and training. This was necessitated by the fact that a large percentage of the personnel were sent to the dispensaries without any prior training or experience in Medical Department activities. This was especially true in the Wing Surgeon's office. Of the five men rotated into and out of the office, four had no Medical background whatsoever. The fifth, S/Sgt Craig, who was with the Wing only until March, had been with the Wing Surgeon for more than a year.

(2) Four times during the year there were calls from higher headquarters for men to attend Medical basic training schools and specialized technician schools. Response was small, due mostly to the fact that redeployment had cut the Medical Department staffs so low that the Surgeons could not spare the men from the dispensaries to attend the classes. One school call worked anespecial hardship at the Fritzlar Dispensary. The call for names went out in August for the schools in September. Six names were submitted from Fritzlar. Before time for the classes to begin, the Surgeon was instructed to set up a branch Dispensary at Bad Wildungen for the projected Military Community. When orders came to move the men out to school the dispensary was left very short of personnel.

(3) In October every Medical Corps Officer was required to go to one of the larger hospitals for a three-day course in the diagnosis of syphilis. In addition, at least one Surgeon from each base was required to take a similar course in the diagnosis of diptheria.

j. <u>Equipment, supplies, and transportation; and difficulties incident thereto</u>.

(1) On the whole, equipment, supplies, and transportation provided little difficulties. Until the USFET SOP No. 7-C, appeared in May there was hopeless confusion in obtaining supplies, but most of the dispensaries were so thoroughly overstocked with supplies it made no difference anyhow. The appearance of SOP 7-C clarified matters considerably, even though the issue of supplies never did become free of problems. As an example, the Medical Supply Officer at Nordholz Air Base, Captain John A. Travis, sent in an inquiry on 9 August regarding a large list of supplies and equipment he had requisitioned on 3 June. It was discovered that the requisition had been approved, but that the supplies and equipment had never been shipped from the Furth Medical Depot. Captain Travis went on TDY to Furth, obtained the requisitioned items, and returned to Nordholz with them.

(2) Until the latter part of the summer there was a considerable dearth of Dental Equipment. Also Dental Officers. At the time the XII TAC Dental Surgeon untertook a survey of dental equipment and a re-allocation of same with the result that the situation was alleviated somewhat. Two Naval Officers, Lt Jg William Glazer and Lt Jg Hamel Zlatkind were brought into the wing August and assigned to Fritzlar and Nordholz.

(3) The Surgeons were never satisfied during the whole year with their ambulances. Though in most cases the ambulances have been issued

to fill the T/O & E, the vehicles have apparently been beaten-up old war babies full of quirks and grief. It has not been unusual for at least half of them to be deadlined for parts and repairs. Few have been classed as "good", and more than half of them have been called "poor".

(4) In July there developed a shortage of Benzol Benzoate. Sulphur Ointment was substituted, whenever necessary, in the treatment of scabies.

k. Redeployment and conservation of manpower.

(1) Manpower was at a premium in the Wing Medical Department throughout the year. Easing redeployment standards tended to make it difficult to maintain or plan to maintain an organized and coordinated medical staff at any installation. Manpower was utilized to the limit.

(2) Included among the special problems which arose were (a) shortage of Flight Surgeons (see par c-7), (b) shortage of Dental Officers (see par j-3), (c) training of personnel (see par i-2), and (d) shortage of personnel in the Wing Surgeon's Office (see par b-4 & 5 and c-8). Through the cooperation of Wing A-1 section machinery was put into operation to obtain a 673 to replace Cpl Pearson after he was deployed in October. Arrangements for the transfer of T/Sgt Gregg H. Trott from Nordholz Air Base was completed early in December, and Sgt Trott arrived at the Wing Surgeon's Office soon after 1 January 1947.

l. Housing, water supply; bathing facilities; laundry; problems of construction.

(1) With hardly an exception, housing was adequate for all troops. The housing of Dependents in all Military Communities under the Wing presented no major difficulties from a Medical point of view.

(2) The water supply at Schweinfurt Air Base was not adequate until the construction of a supplemental pipe line was completed in October giving the base access to the water supply of Schweinfurt city. Until that time the base had been forced to rely on a pumping system which brought water from three deep wells. The pumps and wells could not meet the demands, with the result that bathing was restricted to two hours a day for three day a week. The use of old unreplacable pumps added to the shortage. The construction of the new pipeline and a supplemental reservoir was long delayed through shortages of manpower and material.

(3) Bathing facilities at Fritzlar could have been improved with a more adequate heating system. Hot water was made constantly available at a central shower room about two hundred yards from the billeting area, but seldom could be heated in the barrack showers. The barrack area is heated en toto at a central heating plant. In September, only seven (7) out of ten (10) furnaces were operational. The heating system itself is a hot water

rather than a steam system, with a resultant sluggishness in the dispersal of heat. The hot water pipes had no insulation, with an estimated 40% to 60% efficiency. However, there were no complaints from the Fritzlar base during the winter months.

m. Food and Messing: Sewer and Water Disposal: Insect Control.

(1) Relatively few problems arose regarding food and messing. Some spoilage was reported from time to time. Fritzlar Air Base operated through the spring and summer with a consolidated enlisted men's mess which had difficulty in obtaining enough hot water.

(2) Sewage and water disposal presented no major problems. as permanent sewer systems were available at all bases.

(3) A severe shortage of screening materials created an unsolved problemsof insect control. Through the spring and most of the summer there was no screening available even for messes and dispensaries. Most of the messes were finally screened in September. The cold weather solved the problem for the dispensaries.

n. Preventive Medicine measures.

Most preventive medicine measures were those relative to Venereal Disease, discussed in par o. In addition to routine immunizations of Military Personnel and their dependents, immunizations were directed for household employees against smallpox, typhoid-paratyphoid, typhus, and diptheria. During the month of December all Wing Personnel were given the Schick test for diptheria.

o. Venereal Disease Control.

(1) The Wing Venereal Disease rate per thousand per annum for the year 1946 was 85.75. The lowest monthly rate per thousand was 54.06, registered in May. This was followed in June by a monthly rate per thousan per annum of 133.62, which was the highest rate of any month.

(2) Venereal Disease was a menace which was fought during the entire year with an undying effort. Probably the greatest impetus resulted from the Theater-wide Anti-Venereal Disease Drive conducted 15 July through 15 August. Among the Venereal Disease Control Measures in general practice throughout the Wing were these:

(a) The establishment of a system of control consisting of aaVenereal Disease Control Officer for each base, an assistant Venereal Disease Control Officer for each one hundred (100) men on the base, and an assistant Venereal Disease Control Non-Commissioned Officer for each twenty (20) men.

(b) The stablishment of VD Control Boards consisting of at least the Chief of Staff, Deputy Chief of Staff, the A-1, the Provost

Marshal, the Surgeon, the Special Services Officer, and the Chaplein.

(c) The setting up of Pro stations at convenient points.

(d) The equipping of al l vehicles with Prokits and rubbers.

(e) Diversions in the form of recreational programs.

(f) Control at the gates to the military reservation, such as signing of statements that a pro has been taken if any contact is made, and the requiring of all persons returning to base under the influence of alcohol the take a station pro.

(g) Administrative weapons in the form of detention wards and authority on the part of the commanding officer to discriminate against those men contacting V.D.

(h) The immediate apprehension of all possible contacts.

(i) An eductional program. Posters, slogans, I and E lectures, movies, and word-of-mouth influances were heavily utilized to combat the incidence of Venereal Disease. Stress was made on the following facts: Penicillin is not 100% effective, no girl is "safe", Venereal Disease can easily leave irreparable damage to the body, punitive measures could be enacted against the men, and the value of the use of prophylactics.

(3) Rosters of men contracting Venereal Disease are maintained in the Wing Surgeon's office by date and unit in addition to the file of USFET Form 302's. A study of these records on all cases of Venereal Disease during the last six months of 1946 revealed the following facts:

(a) One third of all persons catching VD did so while on leave or furlough, another third catching VD did so in towns not adjacent to the base even though not on furlough, and the remaining third caught VD in the vicinity of the base.

(b) Only one man in 14 catching VD even claimed to have taken a Station Prophylactic.

(c) Five out of six Venereal Disease contacts were outright pickups.

(4) One proof that the Anti-VD campaign of the summer had a positive effect on the men of the Wing is that the number of Station Prophylaxes almost tripled during the months following the campaign over the months just preceding the campaign. Though complete figures are not available to determine the actual ratio between Venereal Disease Rates and Prophylaxes taken, the two great jumps which occured in the Venereal Disease Rate in June and December were accompanied by low station prophylaxes figures.

p. General Medical Picture.

On the whole, the 1946 health picture of the 64th Fighter Wing was a clear one. The non-effective Daily Rate never exceeded five, and was practically zero until the dispensaries were directed to treat Venereal Disease on a Quarters Status. Gastro-intestinal disorders were pratically non-existent. The Rate Per Thousand Per annum for upper respiratory infections was very low during the spring, summer, and autumn months, but parallelled the VD rate during cold weather. The average Monthly Rate Per Thousand Per Annum for Total Admissions was 442.08. The Venereal Disease Rate, however persisted in maintaining a status of more than double the "acceptable" rate.

TEL: Bad Kissingen
Military 2216

REESE E. FAUCETTE
2nd Lt. MAC
Wing Med. Adm. Officer

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HEADQUARTERS
64TH FIGHTER WING
APO 62 US ARMY

M-F-2

Bad Kissingen, Germany
31 Jan 1947

SUBJECT: Medical History of the 64th Fighter Wing

TO: Commanding General, XII Tactical Air Command, APO 62, US Army (Attn: Command Surgeon)

1. In compliance with directions in AR 40-1005 and WD Ltr. AG 319.1 (9-15-12) EOM, 22 September 1942, subject: "Annual Reports, Medical Department Activities", the following history of Medical Department activities is submitted for the period of 1 January 1946 through 31 December 1946. This history includes that of all units operating under Headquarters 64th Fighter Wing, Headquarters, and Headquarters Squadron.

a. Activation and Early History.

(1) The 64th Fighter Wing was activated as the 3rd Air Defense Wing 12 December 1942 at Mitchell Field, New York, Per Par 11, GO # 31, First Fighter Command. While at Mitchell Field all personnel of the command were immunized for overseas duty. Lectures were given two hours a day to the medical personnel on first aid, treatment of shock, chlorination of water, etc.

(2) The organization departed for foreign duty 8 February 1943, and arrived at Oran, Africa, 22 February 1943. They immediately moved to a bivouac area five miles northwest of St. Barb, called by the personnel "Mud Hill". Since it was only a temporary area the dispensary equipment was not set up. All patients on sick call were taken to the 159th Aviation Medical Dispensary, which was set up in the immediate area.

(3) The initial mission of the Wing was to operate the Air Defense system of Algiers, but Colonel Israel, Commanding Officer, did not relish an assignment in a quiet sector. He was able to get the Wing assigned to the Thelepte section, and thus the 3rd became the first American Fighter Wing to enter a combat area. From that time till the cessation of hostilities the wing was intimately associated with such names as Tunisia, Panatelleria, Sicily, Salerno, Anzio, Cassino, Cisterna, St. Tropez, St. Maxime, Nancy, Landres, Battle of the Bulge, Saarland, Endenkoben, Schwabisch Hall, and Darmstadt. On 12 August 1943, in Sicily, the 3rd Air Defense Wing was redesignated the 64th Fighter Wing, VOCG, XII Tactical Air Command.

1496

performed by 64th Wing Headquarters and Headquarters Squadron. The Headquarters, located at Bad Kissingen Air Base during the entire year, received medical coverage from the 221st ~~General Dispensary.~~ Medical Dispensary, Aviation

(2) The following Medical Department Officers and men were assigned to Hq 64th Fighter Wing as of the beginning of the year:

Jack L. Doughtie, Lt. Colonel MC., Wing Surgeon
John J. Bahnak 1st Lt., MAC, Wing Med Adm. Officer
S/Sgt Robert M. Craig
Cpl John J. Gilmore
Pfc James I. Pearson

(3) Captain Philip B. Watkins was assigned as Assistant Wing Surgeon in February. Colonel Doughtie, Lt. Bahnak, and S/Sgt Craig were redeployed during March, and Captain Watkins was made Wing Surgeon. Cpl Gilmore was promoted to the grade of Sgt the same month. Lt. Reese E. Faucette, 2nd Lt. MAC, arrived in April, to take over the duties of Wing Medical Administrative Officer, though there was no T/O and E vacancy for that position. Pfc Pearson was promoted to Cpl 1 May. Sgt Gilmore was redeployed in June, and S/Sgt Richard G. Oldiges took his place. Captain Watkins was promoted to the rank of Major in June, and was redeployed to the ZI on 15 July.

(4) The redeployment of Major Watkins was an experiment in Medical Administration, since there was no Medical Corps Officer to replace him. This left ?? Lt. Faucette, MAC, in charge of the Wing Surgeon's office. ~~From that time on all professional matters concerning the operation of the Wing Dispensaries were routed direct to the XII Tactical Air Command Surgeon, while all other matters pertaining to the administration of the Medical department were coordinated through the Wing Surgeon's Office.~~ This arrangement seemed to work ~~with efficiency~~ satisfactorily, as it was adopted in the 70th Fighter Wing shortly afterward.

(5) Sgt Oldiges was transferred to the A-2 Section in August, and was replaced by Pfc Bobbie G. Snook. Cpl Pearson was redeployed in October, leaving only Lt. Faucette and Pfc Snook in the Surgeon's Office for the remainder of the year.

(6) The Wing Medical Department began the year with sixteen (16) officers and twenty-three (23) enlisted men against a T/O & E of forty (40) officers and one hundred fifty eight (158) enlisted men. It ended the year with twenty-four (24) Officers and sixty-four (64) enlisted men assigned under a T/O & E for twenty-eight (28) Offivers and eighty-four (84) enlisted men. Officers by Name, Grade, Component, and category at the end of the year are listed in Table I.

(7) Emphasis at the beginning of the year was on the functional breakdown of units under the Wing, with reports coming into

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(2) All Medical Department reports initiated in the Wing are processed through the Wing Surgeon's Office. In addition to these customarily recurring reports, numerous reports of special and various natures are handled. Recurring reports submitted from lower units to this headquarters are:

* Monthly Sanitary Report
#$* Monthly Venereal Disease Report
* Report of Sick and Wounded
* Report of Medical Department Personnel
$#* Statistical Health Report
* Care of Flyers Report
$#* USAFE Personnel Report
* Emergency Medical Tag
$#* Individual Report of Venereal Disease
* Medical Officers Report of Aircraft Accident
$#* Report of Unusual Incidence of Communicable Diseases
$# Report of Venereal Disease in Officer Personnel
Report of Dental Service

* Review, analyze, obtain corrections, provide comments, and forward to XII TAC.
* Consolidate and send forward.
$ Obtain Report over telephone.
\# Forward Report over telephone.

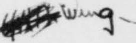
(3) Great difficulty was experienced during the first half of the year in processing the reports received from the different units; indeed, this difficulty was never completely solved. There seemed to be a never-ending processing of directions, relating to the proper preparation and submission of the various reports, popping up from various and sundry directives and communications, both old and new. The XII TAC Surgeon's office offered one "bible", the XII TAC Memo 25-5, which was very comprehensive and indispensable to the submission of the reports, but instructions for the preparation of the reports were scattered in more than two dozen directives. This meant that to properly dispatch a report one needed to be an expert on ETO idiosyncracies; and experts in the midst of the mad whirl of redeployment were scarce indeed. In order to combat this situation an un-numbered memorandum was ~~preparation and submission of Medical Reports~~. This memorandum, 25 pages long, was an attempt to consolidate all current directives relative to Medical Reports into a concise outline form to be use as a comprehensive check list for all reports. It covered not only proper methods of submission, but itemized methods of preparation as well. From that day throughout the remainder of the year the reports from the units staggered toward a uniformity, and errors greatly lessened. But the directives were never-ending and everchanging. Within two months the un-numbered memorandum was hopelessly outdated. A new memorandum, 64th Fighter Wing Memorandum 25-1, was distributed 5 September 1946. The Memo-25-1 was

Published 25 June outlining preparation and submission of Medical Department reports.

29 pages long, and assembled somewhat along the lines of the earlier memorandum. However, the 25-1 was purposely made to be put into a looseleaf folder in order that new pages sould be substituted each time a new directive or a new interpretation of an older one came from higher headquarters. Thus no "changes" or superseding memorandums are needed to keep the information current. When any information on a page becomes defunct the whole new page is substituted and the old one thrown away. All pertinent information can be kept under one cover. Several new pages were needed each week through September, October and the first part of November to keep the memorandum current. Since that time it has been virtually impossible to keep it up to date, due to the fact that one of the three military personnel assigned to the Wing Surgeon's Office was redeployed in October and no one arrived before the end of the year to take his place. However, all information coming through the office pertinent to changes in procedure has been carefully filed in order that it will be brought up to date at the earliest possible moment. All the work required in the preparation and keeping up-to-date of Memorandum 25-1 has been repaid ten-fold in the saving of time and energy required for the processing of the reports through this headquarters.

(4) The Monthly Sanitary Report has been the most troublesome of all Medical Department Reports. This seems to be due to, (a) the importance of the report, (b) the great number of directives pertaining to it, and (c) the unfamiliarity of the Commanding Officer at each base with the indorsement. Nothing could be done about the importance of the report. The great number of directives perteining to it were condensed in the memorandums from the Wing Surgeon's Office, with gratifying results. A special letter, Hq. 64FW, File No. 721.5, 20 August 1946, was sent to each commanding officer outlining his preparation of the indorsement. Results were immediate. A new letter was sent in December reiterating and enlarging on the first one, since all the earlier commanding officers had moved on and had apparently taken all the copies of the first letter with them. Once again, results were immediate.

(5) An elusive problem has been constantly present in the preparation of the Monthly Statistical Venereal Disease Report. It is: Shall we or shall we not count our syphilis cases, which are never treated and are seldom diagnosed in the dispensaries, when we compute our Venereal Disease rates? There has been a definite swing away from unit reporting, as already pointed out, and a definite swing toward geographical reporting of Medical Department facts and figures. Also, there seems to be a recent move to spot Venereal Disease at its source. This would indicate that each base should report all Venereal Disease cases among all units assigned for medical support. Yet figures from the USFET MD Form 302's ~~from our~~ prepared at the



dispensaries tell us that one third of all Venereal Disease cases in the Wing comes from contacts far distant from the base, made during leave and furlough time. Another third comes from towns and villages in outlying territories. That leaves only one third of the VD contacts who seduce our men within easy range of the base. Black and white print implies that the ~~syphilis and other cases sent to the hospitals for diagnosis and treatment should be included in the reports emanating at the source of the treatment~~

syphilis and other cases sent to the hospitals for diagnosis and treatment should be included in the reports emanating at the source of the treatment in other words, the hospital. Another good question which has received many answers is this: Who is charged with the Venereal Disease cases from among transient and TDY military personnel?

(6) Reports, all of them with the exception of the telephonic reports, were consistently late throughout the year. Copies of the reports to confirm the telephone calls were equally late. No ammount of planning, devising, scheming, tricking, threatening, cajoling, flattering, bribing, reminding, tracing, checking, or storming seemed to have any effect. It was always the fault of someone else.

(7) Flight Surgeons and Aviation Medical Examiners were at a premium during most of the year. From May to November the 7th and 47th Liaison Squadrons were unattended. The 14th Liaison Squadron never did have one. Schweinfurt Air Base had no one between August and November who could conduct a 64 exam. Fritzlar was without a Flight Surgeon for two months during the summer. Nordholz had none after 1 November 1946. This necessitated much liaison work to maintain connections for the completion of the necessary 64 examinations.

(8) The Wing Surgeon's Office has a T/O & E allowance of one officer and two enlisted men. With a secretary thrown in, the office can function administratively under this allotment. But there is not sufficient time available for the office staff to keep up in matters of Medical Department Policy other than through the employment of the purely mechanical devise of indicing the matters of policy as they are put into the files. Keeping up-to-date with events at the dispensaries, or having a first-hand knowledge of dispensary problems, is out of the question. Inspection trips can be made only at the risk of failing to comply with some important emergency request.

d. House Call vs. Sick Call.

(1) The arrival of Dependents brought an outcropping of uncomfortable problems. Apparently, the Medical Department T/O & E's for the wing were established on a troop basis. The allottment of Medical Corps Officers was set during the summer at 1.5 per thousand men. The dependents came expecting and demanding the same medical service available "back home".

(2) The establishment of regular clinic hours for dependents sick call only partially answered the problems. Mrs. Dependent calls the dispensary when Dependent Junior becomes ill, and she's not going to take him out in the cold. Too often the call is made when the Medical Corps

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Officer is already snowed under; and too often there is little attempt on the part of the Medical Officer, who is many times worn to the edge by incessant demands, to display an active interest in his patient's welfare. It is easy for the Medical Officer to become incensed at Mrs. Dependent's demands in view of his inability to meet them. Mrs. Dependent, on the other hand, is not interested in his inability to meet her demands--her prime concern at the moment is Junior's torturing fever.

(3) An additional load thrown onto the Medical Department when the dependents began arriving was the job of performing the required physical examinations and immunizations for all household employees. Trouble and blame was upon the heads of the Medical Department Officers whenever a venereal disease or other contageous disease among the household employees thrust its vulgar face into the melee.

(4) Even under the simplified supply system established in USFET's SOP No. 7-C, the dispensary supplies and equipment ~~are many times~~ were sometimes inadequate, especially those items peculiar to children. Redeployment had taken a toll on trained Medical Department Personnel. Out of twenty-two (22) ambulances assigned at the end of the year to provide coverage for seven (7) airstrips and six (6) dispensaries, eleven (11) were deadlined and only four (4) were reported in good condition. This means that the Medical Officer cannot give his patients the unflagging personal concern so important to a good medical service. There are available no facilities for the hospitalization of the patients under his care; indeed, he is directed that he must normally allow no patient to remain more than seventy-two (72) hours under the limited dispensary care. To provide continual and unfailing service at the dependent homes is impossible. He often cannot even provide a comfortable ride for the long haul to the hospital.

(5) ~~Here's how one of the Medical Corps Officers sums it up.~~ One of the Medical Corps Officers summed it up this way: "With the arrival of an increasing number of dependents of all ages, currently available medical facilities often prove grossly inadequate for the diagnosis and immediate treatment of various obstetrical, gynecological, and pediatric problems. Moreover, material failure in vehicles, seasonally inclement weather, and a strenuous evacuatory route combine to render ultimate medical evacuation (through established channels) a definite hazard to the seriously ill patient. Normal medical supply channels now furnish a quantity and quality of supplies which make minimal basic therapy available to the troops. The volume of supply, however, is apparently based upon actual troop strength, and presumably does not take into account the additional personnel (primarily dependent), nor the special problems they present. The medical care which these additional persons receive is, of necessity, subject to the limitations imposed by the lack of adequate equipment, and falls correspondingly below desirable American medical standards."

(6) Various incidents of friction between the Medical Department and dependents who were dissatisfied with the medical service boiled up to a climax at the end of the year. Consequently, a letter was drawn up by the Wing Commander admonishing each squadron commander to "exert his personal attention and efforts toward providing the best medical care possible for dependents". This letter pointed out the following common deficiencies noted at the stations and included suggestions for overcoming them:

" a. Lack of interest displayed on the part of the medical officers in providing medical and dental care for dependents.

" b. Reticence on the part of the community medical officer to make personal calls on dependent patients at their billets.

" c. Insufficient medical supplies to effect immediate treatment of dependent personnel in community dispensaries.

" d. Lack of sufficient medicines normally peculiar to the needs of dependents, especially children.

" e. Failure to determine the immunization status of dependents.

" f. Failure to enforce the examination and immunization standards of household employees."

Concurrently, a letter to all Medical Corps Officers in XII Tactical Air Command was being drawn up along the same lines by the XII TAC Surgeon. Both letters were distributed shortly after Jan 1, 1947.

e. <u>Specific details of operations: missions: changes and adaptations of organization to meet various situations.</u>

(1) With the exceptions of adaptations to meet problems posed by (a) dependents and (b) Shortages of Flight Surgeons, the Wing Medical Situation was quite static during the entire year.

(2) Every base was without a flight surgeon at some time during the year. This required special liaison work in maintaining facilities for "64" examinations. The Liaison Squadrons had to be assigned for medical care to Ground Force Dispensaries.

(3) The Air Force Dispensaries at Nordholz, Fritzlar, Schweinfurt, and Lechfeld were designated by higher headquarters as "Community Type Dispensaries" and granted a special T/O & E. Fritzlar's Community Type Dispensary had the unique distiction of being set up roughly 10 miles from the base at Bad Wildungen, set aside as a Military Community. One Surgeon

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one Nurse, and several Medical Department Personnel were assigned to work exclusively at this subsidiary dispensary. As the year ended, the Surgeon at this branch Dispensary was crying for help. In addition to the daily routine, he claimed to be responding to an average of three (3) to four (4) calls every night at the dependent billets.

f. Problems of closing-out of installations, packing and disposition of supplies and equipment.

One Problem of closing-out of installations of especial interest to the Medical Department appeared in that Nordholz Military Personnel with dependents had to be provided with Medical support at the old base until new housing facilities could be obtained at the new base. As a result of this situation, this major move or closing-out activity was still incomplete after two months, as of the end of the year. The Nordholz Air Base facilities were scheduled to go to Lechfeld AAB on 1 November. But a service force, including a staffed dispensary, had to remain behind to care for the dependent's community which was still not depopulated at the end of the year.

g. Problems incident to relations with civil population (to include data on public health and epidemiology).

(1) A lone instance is outstanding here. A survey in August on laundry habits among the reported cases of scabies within the Wing revealed that out of forty-four (44) cases of scabies between 15 June and 1 August, thirty-one (31) were having their laundry done in private German homes, one (1) was doing his own laundry, and only twelve (12) were utilizing the Qm Laundry facilities.

(2) Problems relating to Venereal Disease, of course arising from relations with civilian population, is discussed in paragraph ρ.

h. Military and Civilian Personnel.

Civilian technicans held very few Medical Department positions in the dispensaries. At the end of December there were three (3): One (1) Medical technician, One (1) Dental technician, and one (1) Dental hygienist. In addition, several secretarial positions were occupied by civilians, including one secretary in the Wing Surgeon's Office. The latter, at least, was quite indispensable. All civilian technicians, secretaries, and janitorial staffs were drawn from indigenous personnel.

i. Training of personnel; equipment; literature; training aids; and special courses.

(1) Most of the training made available to Medical Department personnel was purely on-the-job training. Systems of rotation from one job to another were devised in the dispensaries in order to give a thoroughly

rounded-out background of experience and training. This was necessitated by the fact that a large percentage of the personnel were sent to the dispensaries without any prior training or experience in Medical Department activities. This was especially true in the Wing Surgeon's office. Of the five men rotated into and out of the office, four had no Medical background whatsoever. The fifth, S/Sgt Craig, who was with the Wing only until March, had been with the Wing Surgeon for more than a year.

(2) Four times during the year there were calls from higher headquarters for men to attend Medical basic training schools and specialized technician schools. Response was small, due mostly to the fact that redeployment had cut the Medical Department staffs so low that the Surgeons could not spare the men from the dispensaries to attend the classes. One school call worked an especial hardship at the Fritzlar Dispensary. The call for names went out in August for the schools in September. Six names were submitted from Fritzlar. Before time for the classes to begin, the Surgeon was instructed to set up a branch dispensary at Bad Wildungen for the projected Military Community. When orders came to move the men out to school. The dispensary was left very short of personnel.

(3) In October every Medical Corps Officer was required to go to one of the larger hospitals for a three-day course in the diagnosis of syphilis. In addition, at least one Surgeon from each base was required to take a similar course in the diagnosis of diptheria.

j. <u>Equipment, supplies, and transportation; and difficulties incident thereto</u>.

(1) On the whole, equipment, supplies, and transportation provided little difficulties. Until the USFET SOP No. 7-C, appeared in May there was hopeless confusion in obtaining supplies, but most of the dispensaries were so thoroughly overstocked with supplies it made difference anyhow. The appearance of SOP 7-C clarified matters considerably, even though the issue of supplies never did become free of problems. As an example, the Medical Supply Officer at Nordholz Air Base, Captain John A. Travis, sent in an inquiry on 9 August regarding a large list of supplies and equipment he had requisitioned on 3 June. It was discovered that the requisition had been approved, but that the supplies and equipment had never been shipped from the Furth Medical Depot. Captain Travis went on TDY to Furth, obtained the requisitioned items, and returned to Nordholz with them.

(2) Until the latter part of the summer there was a considerable dearth of Dental Equipment; also Dental Officers. At the time the XII TAC Dental Surgeon untertook a survey of dental equipment and a re-allocation of same with the result that the situation was alleviated somewhat. Two Naval Officers, Lt Jg William Glazer and Lt Jg Hamel Zlatkind were brought into the wing August and assigned to Fritzlar and Nordholz.

(3) The Surgeons never satisfied with their ambulances. Though in most cases the ambulances have been issued

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to fill the T/O & E, the vehicles were apparently usually beaten-up old war babies full of quirks and grief. It was not unusual for at least half of them to be deadlined for parts and repairs. Few were ever classed as "good", and more than half of them were called "poor".

(4) In July there developed a shortage of Benzol Benzoate. Sulphur Ointment was substituted, whenever necessary, in the treatment of scabies.

k. Redeployment and conservation of manpower.

(1) Manpower was at a premium in the Wing Medical Department throughout the year. Easing redeployment standards tended to make it difficult to maintain or plan to maintain an organized and coordinated medical staff at any installation. Manpower was utilized to the limit.

(2) Included among the special problems which arose were (a) shortage of Flight Surgeons (see par c-7), (b) shortage of Dental Officers (see par j-3), (c) training of personnel (see par i-2), and (d) shortage of personnel in the Wing Surgeon's Office (see par b-4 & 5 and c-8). Through the cooperation of Wing A-1 Section machinery was put into operation to obtain a 673 to replace Cpl Pearson after he was deployed in October. Arrangements for the transfer of T/Sgt Gregg H. Trott from Nordholz Air Base was completed early in December, and Sgt Trott arrived at the Wing Surgeon's Office soon after 1 January 1947.

l. Housing, water supply; bathing facilities; laundry; problems of construction.

(1) With hardly an exception, housing was adequate for all troops. The housing of Dependents in all Military Communities under the Wing presented no major difficulties from a Medical point of view.

(2) The water supply at Schweinfurt Air Base was not adequate until the construction of a supplemental pipe line was completed in October giving the base access to the water supply of Schweinfurt city. Until that time the base had been forced to rely on a pumping system which brought water from three deep wells. The pumps and wells could not meet the demands, with the result that bathing was restricted to two hours a day for three day a week. The use of old unreplacable pumps added to the shortage. The construction of the new pipeline and a supplemental reservoir was long delayed through shortages of manpower and material.

(3) Bathing facilities at Fritzlar could have been improved with a more adequate heating system. Hot water was made constantly available at a central shower room about two hundred yards from the billeting area, but seldom could be heated in the barrack showers. The barrack area is heated en toto at a central heating plant. In September, only seven (7) out of ten (10) furnaces were operational, The heating system itself is a hot water

rather than a steam system, with a resultant sluggishness in the dispersal of heat. The hot water pipes had no insulation, with an estimated 40% to 60% efficiency. However, there were no complaints from the Fritzlar base during the winter months.

m. Food and Messing; Sewer and Water Disposal; Insect Control.

(1) Relatively few problems arose regarding food and messing. Some spoilage was reported from time to time. Fritzler Air Base operated through the spring and summer with a consolidated enlisted men's mess which had difficulty in obtaining enough hot water.

(2) Sewage and water disposal presented no major problems, as permanent sewer systems were available at all bases.

(3) A severe shortage of screening materials created an unsolved problem of insect control. Through the spring and most of the summer there was no screening available even for messes and dispensaries. Most of the messes were finally screened in September. The cold weather solved the problem for the dispensaries.

n. Preventive Medicine measures.

Most preventive medicine measures were those relative to Venereal Disease, discussed in par o. In addition to routine immunizations of Military Personnel and their dependents, immunizations were directed for household employees against smallpox, typhoid-paratyphoid, typhus, and diptheria. During the month of December all Wing Personnel were given the Schick test for diptheria.

o. Venereal Disease Control.

(1) The Wing Venereal Disease rate per thousand per annum for the year 1946 was 85.75. The lowest monthly rate per thousand was 54.06, registered in May. This was followed in June by a monthly rate per thousan per annum of 133.62, which was the highest rate of any month.

(2) Venereal Disease was a menace which was fought during the entire year with an undying effort. Probably the greatest impetus resulted from the Theater-wide Anti-Venereal Disease Drive conducted 15 July through 15 August. Among the Venereal Disease Control Measures in general practice throughout the Wing were these:

(a) The establishment of a system of control consisting of a Venereal Disease Control Officer for each base, an assistant Venereal Disease Control Officer for each one hundred (100) men on the base, and an assistant Venereal Disease Control Non-Commissioned Officer for each twenty (20) men.

(b) The stablishment of VD Control Boards consisting of at least the Chief of Staff, Deputy Chief of Staff, the A-1, the Provost

Marshal, the Surgeon, the Special Services Officer, and the Chaplain.

(c) The setting up of Pro stations at convenient points.

(d) The equipping of all vehicles with Prokits and rubbers.

(e) Diversions in the form of recreational programs.

(f) Control at the gates to the military reservation, such as signing of statements that a pro had been taken if any contact was made, and the requiring of all persons returning to base under the influence of alcohol the take a station pro.

(g) Administrative weapons in the form of detention wards and authority on the part of the commanding officer to discriminate against those men contacting V.D.

(h) The immediate apprehension of all possible contacts.

(i) An eductional program. Posters, slogans, I and E lectures, movies, and word-of-mouth influences were heavily utilized to combat the incidence of Venereal Disease. Stress was made on the following facts: Penicillin is not 100% effective, no girl is "safe", Venereal Disease can easily leave irreparable damage to the body, punitive measures could be enacted against the men, and the value of the use of prophylactics.

(3) Rosters of men contracting Venereal Disease are maintained in the Wing Surgeon's office by date and unit in addition to the file of USFET Form 302's. A study of these records on all cases of Venereal Disease during the last six months of 1946 revealed the following facts:

(a) One third of all persons catching VD did so while on leave or furlough, another third catching VD did so in towns not adjacent to the base even though not on furlough, and the remaining third caught VD in the vicinity of the base.

(b) Only one man in 14 catching VD even claimed to have taken a Station Prophylactic.

(c) Five out of six Venereal Disease contacts were outright pickups.

(4) One proof that the Anti-VD campaign of the summer had a positive effect on the men of the Wing is that the number of Station Prophylaxes almost tripled during the months following the campaign over the months just preceding the campaign. Though complete figures are not available to determine the actual ratio between Venereal Disease Rates and Prophylaxes taken, the two great jumps which occurred in the Venereal Disease Rate in June and December were accompanied by low station prophylaxes figures.

p. General Medical Picture.

On the whole, the 1946 health picture of the 64th Fighter Wing was a clear one. The non-effective Daily Rate never exceeded five, and was practically zero until the dispensaries were directed to treat Venereal Disease on a Quarters Status. Gastro-intestinal disorders were pratically non-existent. The Rate Per Thousand Per annum for upper respiratory infections was very low during the spring, summer, and autumn months, but parallelled the VD rate during cold weather. The average Monthly Rate Per Thousand Per Annum for Total Admissions was 442.08. The Venereal Disease Rate, however persisted in maintaining a status of more than double the "acceptable" rate.

TEL: Bad Kissingen
Military 2216

REESE E. FAUCETTE
2nd Lt. MAC
Wing Med. Adm. Officer

TABLE II

LIST OF UNITS RECEIVING MEDICAL COVERAGE FROM 64TH FIGHTER WING AT THE END OF YEAR

UNIT	LOCATION	STRENGTH
FRITZLAR AIR BASE:		
(Command:)	Fritzlar, Germany	
27th Fighter Group	WH-0883	321
475th Air Service Group	" "	587
2020th Labor Supervison Co	" "	16
837th Air Engineer Bn Co "A"	" "	2 white (103 colored)
TOTAL COMMAND		1029
(Non-Command:)		
415th Eng Dump Truck Bn.	" "	2 white (114 colored)
18th Weather Station.	" "	11
134th AACS.	" "	27
701st Ordance Bn	" "	128
3139th Signal Bn.	" "	38
3160th Signal Bn	" "	14
91st Constabulary, Troop "A"	" "	84
181st Labor Supervison Center.	" "	20
TOTAL NON-COMMAND		438
TOTAL FRITZLAR (All Troops)		1467
NORDHOLZ AIR BASE:		
(Command:)	Nordholz, Germany	
2024th Labor Supervison Co	Br-6023	347
TOTAL NORDHOLZ (All Troops)		347
SCHWEINFURT AIR BASE:		
(Command:)	Schweinfurt, Germany	
52nd Fighter Group	Wn-7565	359
441st Air Service Group.	" "	508
2032nd Labor Supervison Co	" "	18
TOTAL COMMAND		885
(Non-Command:)		
316th AACS	" "	50
TOTAL NON-COMMAND	" "	50
TOTAL SCHWEINFURT (All Troops)		935
LECHFELD AIR BASE: (Command:)	Lechfeld, Germany	
86th Fighter Group.		550
486th Air Service Groop		285
365th Bomb Sq. (H).		115
2010th Labor Supervison Co.		159
2001st Labor Supervison Co.		8
TOTAL COMMAND		1117
TOTAL LECHFELD ALL TROOPS		1117

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(TABLE 2 Page 1 Con't)

TABLE II

LIST OF UNITS RECEIVING MEDICAL COVERAGE FROM 64TH FIGHTER WING AT THE END OF YEAR

UNIT	LOCATION	STRENGTH
7TH LIAISON SQUADRON	Heidelberg, Germany...........	83
47TH LIAISON SQUADRON	Rebstock, Germany.	75
14TH LIAISON SQUADRON	Bamberg, Germany	81

AGGREGATE TOTAL: * * * * * * * * * * 4104

TABLE I

ROSTER OF ALL OFFICERS IN 64TH FTR. WING MED DEPT

NAME, RANK & SERIAL NUMBER	RATING	COMPONENT	CATEGORY	DUTY
1. Murray, Cotter F. Major O-291 870	MC 3100	RA	I	Surgeon
2. Castile, Daniel S. Capt O-467 618	MC 3100	AUS	V	Base Surgeon
3. Thaler, Arthur Capt O-480 185	MC 3100	AUS	II	Flight Surgeon
4. Chapman, Robert J. 1st Lt O-171 5825	MC 3100	AUS	V	Surgeon
5. Taylor, John C. Jr. 1st Lt O-173 5722	MC 3100	AUS	V	Surgeon
6. Riley, William C. 1st Lt O-478 100	MC 3100	AUS	V	Surgeon
7. Costello, John L. 1st Lt O-170 4777	MC 3100	AUS	V	Surgeon
8. Wylie, Robert L. 1st Lt O-472 115	MC 3100	AUS	V	Base Surgeon
9. Parker, Loran F. 1st Lt O-176 5578	MC 3100	AUS	V	Base Surgeon
10. Tessitore, Andrew 1st Lt O-171 5287	MC 3100	AUS	V	Medical Officer
11. Lyles, Clarence C. 1st Lt O-173 4945	MC 3100	AUS	V	Surgeon
12. Morgan, John M. 1st Lt O-173 4925	MC 3100	AUS	V	Surgeon
13. Kraas, Benjamin M. Capt O-268 058	DC 3170	AUS	IA	Base Dental Surgeon
14. Rodwell, Percy C. Jr. 1st Lt O-173 6211	DC 3170	AUS	I	Ass't Dental Surgeon

(TABLE I CON'T)

ROSTER OF ALL OFFICERS IN 64TH FTR. WING MED DEPT

NAME, RANK & SERIAL NUMBER	RATING	COMPNENT	CATEGORY	DUTY
15. Glair, Gordon F. 1st Lt O-933 945	DC 3170	AUS	V	Base Denist
16. Bernstein, Leonard B. 1st Lt O-171 7285	DC 3170	AUS	V	Dental Surgeon
17. Zlatkind, Hamel Lt (jg) 471 452	DC 3170	AUS	V	Ass't Dental Surgeon
18. Glazer, William Lt (jg) 471 443	DC 3100	AUS	V	Dental Surgeon
19. Travis, John Capt O-154 2509	MAC 2136	AUS	I	Medical Administration
20. Smith, John H. 1st Lt O-204 8787	MAC 2110	AUS	II	Hospital Adj., Surg Ass't
21. Esche, Albert H. 1st Lt O-154 5399	MAC 4490	AUS	I	Base MAC Officer
22. Mayfield, Willie F. 1st Lt O-154 5817	MAC 2431	AUS	I	Med Adm Officer
23. Faucette, Reese E. 2nd Lt O-200 2440	MAC 2120	AUS	I	64th Ftr Wg MAC Officer
24. Martin, Roscoe A. CWO W-210 7339	MAC 2120	AUS	I	MAC Officer

1512

Control Symbol:
MED-3

HEADQUARTERS
64TH FIGHTER WING
APO 62 US ARMY

M-F-14

721.5

Bad Kissingen, Germany,
23 December 1946.

SUBJECT: Station Commander's Indorsement on the Monthly Sanitary Report.

TO: See Distribution.

1. The following information is submitted for the guidance of all Station Commanders in the preparation of future indorsements of the Monthly Sanitary Report within the 64th Fighter Wing: (Ref. A.R. 40-275; Cir. 27, USFET, 27 Feb 1946; USAFE Letter 25-4, 20 Aug 46; and XII TAC Memo 25-5, 10 July 46).

a. The indorsement will always contain statements of specific action taken or objections by the Station Commander in regard to recommendations made and discrepancies noted by the Surgeon in Block VII and the narrative section of the report sheet, WDAGO Form No. 8-140.

b. The indorsement will always contain a statement by the Station Commander that he personally interviews all members of his command who contract Venereal Disease.

c. Whenever the Venereal Disease Rate is above 40 Cases per thousand per annum the Station Commander will discuss the VD control and Prevention Measures being employed at the base.

d. The Station Commander or a designated alternate authority will always sign the indorsement.

e. The Station Commander's indorsement will always appear on the report sheet in the block provided under the heading "1st Indorsement". A separate sheet will not be utilized for this indorsement.

f. There will be no letter of transmittal accompanying the Monthly Sanitary Report.

g. This report must be forwarded through channels to reach USAFE before the 10th day of each month. Prompt processing through all headquarters must be practiced. Essential information required for action by staff sections should be extracted and the report forwarded within 48 hours of receipt. Forwarding indorsement will indicate that unsatisfactory conditions requiring command action have been noted, and action is being taken.

h. Three copies of the Sanitary Report will be sent forward to this headquarters.

BY ORDER OF COLONEL DORR:

R.E. Kravutske

R.E. KRAVUTSKE,
Major, Air Corps,
Adjutant.

DISTRIBUTION: "D"

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HEADQUARTERS
64TH FIGHTER WING
APO 62 US ARMY

Bad Kissingen, Germany
31 Jan 1947

SUBJECT: Medical History of the 64th Fighter Wing

TO: Commanding General, XII Tactical Air Command, APO 62, US Army
(Attn: Command Surgeon)

1. In compliance with directions in AR 40-1005 and WD Ltr. AG 319.1 (9-15-42) EGM, 22 September 1942, subject: "Annual Reports, Medical Department Activities", the following history of Medical Department activities is submitted for the period of 1 January 1946 through 31 December 1946. This history includes that of all units operating under Headquarters 64th Fighter Wing and also Headquarters and Headquarters Squadron.

a. Activation and Early History.

(1) The 64th Fighter Wing was activated as the 3rd Air Defense Wing 12 December 1942 at Mitchell Field, New York, per Par 11, GO # 31, First Fighter Command. While at Mitchell Field all personnel of the command were immunized for overseas duty. Lectures were given two hours a day to the medical personnel on first aid, treatment of shock, chlorination of water, etc.

(2) The organization departed for foreign duty 8 February 1943, and arrived at Oran, Africa, 22 February 1943. It immediately moved to a bivouac area five miles northwest of St. Barb, called by the personnel "Mud Hill". Since it was only a temporary area the dispensary equipment was not set up. All patients on sick call were taken to the 159th Aviation Medical Dispensary, which was set up in the immediate area.

(3) The initial mission of the Wing was to operate the Air Defense system of Algiers, but Colonel Israel, Commanding Officer, did not relish an assignment in a quiet sector. He was able to get the Wing assigned to the Thelepte section, and thus the 3rd became the first American Fighter Wing to enter a combat area. From that time till the cessation of hostilities the wing was intimately associated with such names as Tunisia, Panatelleria, Sicily, Salerno, Anzio, Cassino, Cisterna, St. Tropez, St. Maxime, Nancy, Landres, Battle of the Bulge, Saarland, Endenkoben, Schwabisch Hall, and Darmstadt. On 12 August 1943, in Sicily, the 3rd Air Defense Wing was redesignated the 64th Fighter Wing, VOCG, XII Tactical Air Command.

1515

(4) During the entire year 1946 the 64th Fighter Wing operated next door to the parent organization, XII Tactical Air Command, in Bad Kissingen. The move from Darmstadt had been accomplished 1 December 1945.

(5) The Original T/O & E was as follows:

HEADQUARTERS

One (1) Lt. Colonel MC
One (1) Major MC
One (1) 1st Lt. MAC
One (1) Technical Sgt
One (1) Staff Sgt.
One (1) Corporal
One (1) Pvt. 1st Cl.

HEADQUARTERS SQUADRON

One (1) Captain MC
One (1) Staff Sgt.
Four (4) Corporals
Two (2) Pvt. 1st Cl.

EQUIPMENT

	Hq.	Hq Sq.
99135 Brassard, Geneva Convention	16	
97115 Kit, Medical Officer	4	1
97110 Kit, Non-Commissioned O.	4	5
97120 Kit, Private	1	2
97385 Packet, First Aid, Parachute	22	
97765 Kit, First Aid Aeronautic	6	
97774 Kit, First Aid, Motor Vehicle 12 Unit	4	
99350 Litter Wood		4
99090 Blanket		8
99305 Squadron Aid Station		1

(6) Medical Personnel assigned to the Wing Headquarters Squadron maintained an aid station throughout the participation of the Wing in battle. Since the end of the war, however, the squadron has had dispensary service available. A new T/O & E made effective as 9 September 1944 cut the authorized personnel and equipment to this:

HEADQUARTERS

One (1) Lt. Colonel MC
One (1) Technical Sergeant
One (1) Staff Sergeant

HEADQUARTERS SQUADRON

NONE

EQUIPMENT

Headquarters	Headquarters Squadron
None	None

b. Medical Organization.

(1) There was not at any time during 1946 any Medical Service

performed by 64th Wing Headquarters and Headquarters Squadron. The
Headquarters, located at Bad Kissingen Air Base during the entire year,
received medical coverage from the 221st Medical Dispensary, Aviation.

(2) The following Medical Department Officers and men
were assigned to Hq 64th Fighter Wing as of the beginning of the year:

Jack L. Doughtie, Lt. Colonel, MC., Wing Surgeon
John J. Bahnak, 1st Lt., MAC, Wing Med Adm. Officer
S/Sgt Robert M. Craig
Cpl John J. Gilmore
Pfc James L. Pearson

(3) Captain Philip B. Watkins was assigned as Assistant
Wing Surgeon in February. Colonel Doughtie, Lt. Bahnak, and S/Sgt Craig
were redeployed during March, and Captain Watkins was made Wing Surgeon.
Cpl Gilmore was promoted to the grade of Sgt the same month. Lt. Reese
E. Faucette, 2nd Lt. MAC, arrived in April, to take over the duties of
Wing Medical Administrative Officer, though there was no T/O and E vacancy
for that position. Pfc Pearson was promoted to Cpl 1st of May. Sgt Gilmore
was redeployed in June, and S/Sgt Richard G. Oldiges took his place.
Captain Watkins was promoted to the rank of Major in June, and was redeployed
to the ZI on 15 July.

(4) The redeployment of Major Watkins was an experiment in
Medical Administration, since there was no Medical Corps Officer to replace
him. This left 2nd Lt. Faucette, MAC, in charge of the Wing Surgeon's
office. This arrangement seemed to work satisfactority, as it was adopted
in the 70th Fighter Wing shortly afterward.

(5) S/Sgt Oldiges was transferred to the A-2 Section in
August, and was replaced by Pfc Bobbie G. Snook. Cpl Pearson was redeployed
in October, leaving only Lt. Faucette and Pfc Snook in the Surgeon's Office
for the remainder of the year.

(6) The Wing Medical Department began the year with sixteen
(16) officers and twenty-three (23) enlisted men against a T/O & E of forty
(40) officers and one hundred fifty eight (158) enlisted men. It ended the
year with twenty-four (24) officers and sixty-four (64) enlisted men assigned
under a T/O & E for twenty-eight (28) Officers and eighty-four (84) enlisted
men. Officers by Name, Grade, Component, and category at the end of the
year are listed in Table I.

(7) Emphasis at the beginning of the year was on the
functional breakdown of units under the Wing, with reports coming into

the Surgeon's office from each of the Groups and Liaison Squadrons. However, with the establishment of dispensaries on the different airfields and the designation of the different fields as Army Air Bases, the emphasis has swung over to a geographical breakdown. Thus the reports come into the Surgeon's office from each of the Air Bases and Liaison Squadrons. All units receiving care at each of the dispensaries ~~is~~ are included in the report from the dispensary. Due to problems arising from shortages of Medical Department Officers during the spring and summer, the Medical Service was removed from the 7th and 47th Liaison Squadrons. Their medical support had to be obtained from the Ground Forces Dispensaries in Heidelberg and Frankfurt. Medical Officers were restored to the two Liaison Squadrons in November, the aftermath of an accident on the 47th Liaison Airstrip which was unattended by a Medical Officer. The 14th Liaison Squadron at Bamberg had no Medical Officer after the middle of August, when Lt. Wylie was moved from there to Schweinfurt Air Base. However, two Medical Department enlisted men were assigned to give first aid.

(8) Units Submitting Medical Department Reports to this Headquarters at the end of the year were:

*Nordholz AAB
Fritzlar AAB
Schweinfurt AAB
* *Lechfeld AAB
7th Liaison Squadron (Heidelberg)
* * * 14th Liaison Squadron (Bamberg)
47th Liaison Squadron (Frankfurt)

* Scheduled to close shortly and already inoperative.
* * Scheduled to close shortly
* * * Care of Flyers, Venereal Disease, and special reports only.

(9) Units receiving medical coverage from the Wing Medical Department as of December 31 1946, are listed by location and strength in Table II.

c. Administration.

(1) Administrative problems during the year were largely confined to the supervisory function of the Wing Medical Department. Only one major move, when the 86th Fighter and the 486th Air Service Groups were moved from Nordholz to Lechfeld, was accomplished during the year. Wing Headquarters remained in Bad Kissingen the entire year. Billets for Wing personnel were always ample with the possible exception of a few isolated cases, and few major difficulties were encountered in making the billets meet the standards conducive to healthful living. Redeployment inroads into the Medical Department provided the greatest obstacle to overcome in providing good medical service to the Wing military personnel.

(2) All Medical Department reports initiated in the Wing are processed through the Wing Surgeon's Office. In addition to these customarily recurring reports, numerous reports of special and various natures are handled. Recurring reports submitted from lower units to this headquarters are:

- * Monthly Sanitary Report
- *$$* Monthly Venereal Disease Report
- * Report of Sick and Wounded
- * Report of Medical Department Personnel
- $$* Statistical Health Report
- * Care of Flyers Report
- $$* USAFE Personnel Report
- * Emergency Medical Tag
- $$* Individual Report of Venereal Disease
- * Medical Officers Report of Aircraft Accident
- $$* Report of Unusual Incidence of Communicable Disease
- $$ Report of Venereal Disease in Officer Personnel
- Report of Dental Service

* Review, analyze, obtain corrections, provide comments, and forward to XII TAC.
* Consolidate and send forward.
$ Obtain Report over telephone.
$ Forward Report over telephone.

(3) Great difficulty was experienced during the first half of the year in processing the reports received from the different units; indeed, this difficulty was never completely solved. There seemed to be a never-ending processing of instructions, relating to the proper preparation and submission of the various reports, popping up from various and sundry directives and communications, both old and new. The XII TAC Surgeon's Office offered one "bible", the XII TAC Memo 25-5, which was very comprehensive and indispensable to the submission of the reports, but instructions for the preparation of the reports were scattered in more than two dozen directives. This meant that to properly dispatch a report one needed to be an expert on ETO idiosyncracies; and experts in the midst of the mad whirl of redeployment were scarce indeed. In order to combat this situation an un-numbered memorandum was published 25 June outlining the proper preparation and submission of Medical Department Reports. This memorandum, 25 pages long, was an attempt to consolidate all current directives relative to Medical Reports into a concise outline form to be use as a comprehensive check list for all reports. It covered not only proper methods of submission, but itemized methods of preparation as well. From that day throughout the remainder of the year the reports from the units staggered toward a uniformity, and errors greatly lessened. But the directives were never-ending and ever-changing. Within two months the un-numbered memorandum was hopelessly outdated. A new memorandum, 64th Fighter Wing Memorandum 25-1, was distributed 5 September 1946. The Memo-25-1 was 29 pages long, and assembled

1518

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somewhat along the lines of the earlier memorandum. However, the 25-1 was purposely made to be put into a looseleaf folder in order that new pages should be substituted each time a new directive or a new interpretation of an older one came from higher headquarters. Thus no "changes" or superseding memorandum are needed to keep the information current. When any information on a page becomes defunct the whole new page is substituted and the old one thrown away. All pertinent information can be kept under one cover. Several new pages were needed each week through September, October and the first part of November to keep the memorandum current. Since that time it has been virtually impossible to keep it up to date, due to the fact that one of the three military personnel assigned to the Wing Surgeon's Office was redeployed in October and no one arrived before the end of the year to take his place. However, all information coming through the office pertinent to changes in procedure has been carefully filed in order that it will be brought up to date at the earliest possible moment. All the work required in the preparation and keeping up-to-date of Memorandum 25-1 has been repaid ten-fold in the saving of time and energy required for the processing of the reports through this headquarters.

(4) The Monthly Sanitary Report has been the most troublesome of all Medical Department Reports. This seems to be due to (a) the importance of the report, (b) the great number of directives pertaining to it, and (c) the unfamiliarity of the Commanding Officer at each base with the indorsement. Nothing could be done about the importance of the report. The great number of directives pertaining to it were condensed in the memorandum from the Wing Surgeon's Office, with gratifying results. A special letter, Hq. 64FW, File No. 721.5, 20 August 1946, was sent to each commanding officer outlining his preparation of the indorsement. Results were immediate. A new letter was sent in December reiterating and enlarging on the first one, since all the earlier commanding officers had moved on and had apparently taken all the copies of the first letter with them. Once again, results were immediate.

(5) An elusive problem has been constantly present in the preparation of the Monthly Statistical Venereal Disease Report. It is: Shall we or shall we not count our syphilis cases, which are never treated and are seldom diagnosed in the dispensaries, when we compute our Venereal Disease rates? There has been a definite swing away from unit reporting, as already pointed out, and a definite swing toward geographical reporting of Medical Department facts and figures. Also, there seems to be a recent move to spot Venereal Disease at its source. This would indicate that each base should report all Venereal Disease cases among all units assigned for medical support. Yet figures from the USFET MD Form 302's prepared at the Wing dispensaries tell us that one third of all Venereal Disease cases in the Wing comes from contacts far distant from the base, made during leave and furlough time. Another third comes from towns and villages in outlying territories. That leaves only one third of the VD contacts who seduce our men within easy ~~[illegible]~~ RANGE of the base. Black and white print implies that the

1520

syphilis and other cases sent to the hospitals for diagnosis and treatment should be included in the reports emanating at the source of the treatment--in other words, at the hospital. Another good question which has received many answers is this: Who is charged with the Venereal Disease cases from among transient and TDY military personnel?

(6) Reports, all of them with the exception of the telephonic reports, were consistently late throughout the year. Copies of the reports to confirm the telephone calls were equally late. No ammount of planning, devising, scheming, tricking, threatening, cajoling, flattering, bribing, reminding, tracing, checking, or storming seemed to have any effect. It was always the fault of someone else.

(7) Flight Surgeons and Aviation Medical Examiners were at a premium during most of the year. From May to November the 7th and 47th Liaison Squadrons were unattended. The 14th Liaison Squadron never did have one. Schweinfurt Air Base had no one between August and November who could conduct a 64 exam. Fritzlar was without a Flight Surgeon for two months during the summer. Nordholz had none after 1 November 1946. This necessitated much liaison work to maintain connections for the completion of the necessary 64 examinations.

(8) The Wing Surgeons Office has a T/O & E allowance of one officer and two enlisted men. With a secretary thrown in. the office can function administratively under this allotment. But there is not sufficient time available for the office staff to keep up in matters of Medical Department Policy other than through the employment of the purely mechanical devise of indicing the matters of policy as they are put into the files. Keeping up-to-date with events at the dispensaries, or having a first-hand knowledge if dispensary problems, is out of the question. Inspection trips can be made only at the risk of failing to comply with some important emergency request.

d. House Call vs. Sick Call.

(1) The arrival of Dependents brought an outcropping of uncomfortable problems. Apparently, the Medical Department T/O & E's for the Wing were established on a troop basis. The allotment of Medical Corps Officers was set during the summer at 1.5 per thousand men. The dependents came expecting and demanding the same medical service available "back home".

(2) The establishment of regular clinic hours for dependents sick call only partially answered the problems. Mrs. Dependent calls the dispensary when Dependent Junior becomes ill, and she's not going to take him out in the cold. Too often the call is made when the Medical Corps Officer is already snowed under; and too often there is little

1521

attempt on the part of the Medical Officer, who is many times worn to the edge by incessant demands, to display an active interest in his patient's welfare. It is easy for the Medical Officer to become incensed at Mrs. Dependent's demands in view of his inability to meet them. Mrs. Dependent, on the other hand, is not interested in his inability to meet her demands--her prime concern at the moment is Juniors torturing fever.

(3) An additional load thrown onto the Medical Department when the dependents began arriving was the job of performing the required physical examinations and immunizations for all household employees. Trouble and blame was upon the heads of the Medical Department Officers whenever a venereal disease or other contageous disease among the household employees thrust its vulgar face into the melee.

(4) Even under the simplified supply system established in USFET'S SOP No. 7-C, the dispensary supplies and equipment were sometimes inadequate, especially those items peculiar to children. Redeployment had taken a toll on trained Medical Department Personnel. Out of twenty-two (22) ambulances assigned at the end of the year to provide coverage for seven (7) airstrips and six (6) dispensaries, eleven (11) were deadlined and only four (4) were reported in good condition. This means that the Medical Officer cannot give his patients the unflagging personal concern so important to a good medical service. There are available no facilities for the hospitalization of the patients under his care; indeed, he is directed that he must normally allow no patient to remain more than seventy-two (72) hours under the limited dispensary care. To provide continual and unfailing service at the dependent homes is impossible. He often cannot even provide a comfortable ride for the long haul to the hospital.

(5) One of the Medical Corps Officers summed it up this way: "With the arrival of an increasing number of dependents of all ages, currently available medical facilities often prove grossly inadequate for the diagnosis and immediate treatment of various obstetrical, gynecological, and pediatric problems. Moreover, material failure in vehicles, seasonally inclement weather, and a strenuous evacuatory route combine to render ultimate medical evacuation (through established channels) a definite hazard to the seriously ill patient. Normal medical supply channels now furnish a quantity and quality of supplies which make minimal basic therapy available to the troops. The volume of supply, however, is apparently bases upon actual troop strength, and presumably does not take into account the additional personnel (primarily dependent), nor the special problems they present. The medical care which these additional persons receive is, of necessity, subject to the limitations imposed by the lack of adequate equipment, and falls correspondingly below desirable American medical standards."

(6) Various incidents of friction between the Medical Department and dependents who were dissatisfied with the medical service boiled up to a climax at the end of the year. Consequently, a letter was drawn up by the Wing Commander admonishing each squadron commander to "exert his personal attention and efforts toward providing the best medical care possible for dependents". This letter pointed out the following common deficiencies noted at the stations and included suggestions for overcoming them:

" a. Lack of interest displayed on the part of the medical officers in providing medical and dental care for dependents."

" b. Reticence on the part of the community medical officer to make personal calls on dependent patients at their billets."

" c. Insufficient medical supplies to effect immediate treatment of dependent personnel in community dispensaries."

" d. Lack of sufficient medicines normally peculiar to the needs of dependents, especially children."

" e. Failure to determine the immunization status of dependents."

" f. Failure to enforce the examination and immunization standards of household employees."

Concurrently, a letter to all Medical Corps Officers in XII Tactical Air Command was being drawn up along the same lines by the XII TAC Surgeon. Both letters were distributed shortly after Jan 1, 1947.

c. Specific details of operations: missions: changes and adaptations of organization to meet various situations.

(1) With the exceptions of adaptations to meet problems posed by (a) dependents and (b) shortages of Flight Surgeons, the Wing Medical Situation was quite static during the entire year.

(2) Every base was without a Flight Surgeon at some time during the year. This required special liaison work in maintaining facilities for "64" examinations. The Liaison Squadrons had to be assigned for medical care to Ground Force Dispensaries.

(3) The Air Force Dispensaries at Nordholz, Fritzlar, Schweinfurt, and Lechfeld were designated by higher headquarters as "Community Type Dispensaries" and granted a special T/O & E. Fritzlar's Community Type Dispensary had the unique distiction of being set up roughly 10 miles from the base at Bad Wildungen, set aside as a Military Community. One Surgeon, one Nurse, and several Medical Department Personnel were assigned to work exclusively at this subsidiary dispensary.

As the year ended, the Surgeon at this branch Dispensary was crying for help. In addition to the daily routine, he claimed to be responding to an average of three (3) to four (4) calls every night at the dependent billets.

f. Problems of closing-out of installations, packing and disposition of supplies and equipment.

One problem of closing-out of installations of especial interest to the Medical Department appeared when the Nordholz Military Personnel with dependents had to be provided with medical support at the old base until new housing facilities could be obtained at the new base. As a result of this situation, this major move or closing-out activity was still incomplete after two months as of the end of the year. The Nordholz Air Base facilities were scheduled to go to Lechfeld AAB on 1 November. But a service force, including a staffed dispensary, had to remain behind to care for the dependent's community which was still not depopulated at the end of the year.

g. Problems incident to relations with civil population to include data on public health and epidemiology).

(1) A lone instance is outstanding here. A survey in August on laundry habits among the reported cases of scabies within the Wing revealed that out of forty-four (44) cases of scabies between 15 June and 1 August, thirty-one (31) were having their laundry done in private German homes, one (1) was doing his own laundry, and only twelve (12) were utilizing the QM Laundry facilities.

(2) Problems relating to Venereal Disease, of course arising from relations with civilian population, is discussed in paragraph o. "Small "o""

h. Military and Civilian Personnel.

Civilian Technicans held very few Medical Department positions in the dispensaries. At the end of December there were three (3): One (1) Medical technician, one (1) Dental technician, and one (1) Dental Hygienist. In addition, several secretarial postions were occupied by civilians, including one secretary in the Wing Surgeon's Office. The latter, at least, was quite indispensable. All civilian technicians, secretaries, and janitorial staffs were drawn from indigenous personnel.

i. Training of personnel; equipment; literature; training aids; and special courses.

(1) Most of the training made available to Medical Department personnel was purely on-the-job training. Systems of rotation from one job to another were devised in the dispensaries in order to give a thoroughly

rounded-out background of experience and training. This was necessitated by the fact that a large percentage of the personnel was sent to the dispensaries without any prior training or experience in Medical Department activities. This was especially true in the Wing Surgeon's office. Of the five men rotated into and out of the office, four had no Medical background whatsoever. The fifth, S/Sgt Craig, who was with the Wing only until March, had been with the Wing Surgeon for more than a year.

(2) Four times during the year there were calls from higher headquarter for men to attend Medical basic training schools and specialized technician schools. Response was small, due mostly to the fact that redeployment had cut the Medical Department staffs so low that the Surgeons could not spare the men from the dispensaries to attend the classes. One school call worked an especial hardship at the Fritzlar Dispensary. The call for names went out in August for the schools in September. Six names were submitted from Fritzlar. Before time for the classes to begin, the Surgeon was instructed to set up a branch dispensary at Bad Wildungen for the projected Military Community. The dispensary was left very short of personnel when orders came to move the men out to schools.

(3) In October every Medical Corps Officer was required to go to one of the larger hospitals for a three-day course in the diagnosis of syphilis. In addition, at least one Surgeon from each base was required to take a similar course in the diagnosis of diphteria.

j. Equipment, supplies, and transportation; and difficulties incident thereto.

(1) One the whole, equipment, supplies, and transportation provided little difficulties. Until the USFET SOP No. 7-C, appeared in May there was hopeless confusion in obtaihing supplies, but most of the dispensaries were so thoroughly overstocked with supplies it made little difference anyhow. The appearance of SOP 7-C clarified matters considerably, even though the issue of supplies never did become free of problems. A sample problem was brought to light when the Medical Supply Officer at Nordholz Air Base, Captain John A, Travis, sent in an inquiry on 9 August regarding a large list of supplies and equipment he had requisitioned on 3 June. It was discovered that the requisition had been approved, but that the supplies and equipment had never been shipped from the Furth Medical Depot. Captain Travis went on TDY to Furth, obtained the requisitioned items, and returned to Nordholz with them. Problems of supply incident to medical service for Dependents are discussed in Par 1-d above.

(2) Until the latter part of the summer there was a considerable dearth of Dental Equipment; also Dental Officers. At this time the XII TAC Dental Surgeon untertook a survey of dental equipment and a reallocation of same with the result that the situation was alleviated somewhat. Two Naval Officers, Lt Jg William Glazer and Lt Jg Hamel Zlatkind were brought into the Wing in August and assigned to Fritzlar and Nordholz.

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(3) It seemed that the Surgeons were never satisfied
with their ambulances. Though in most cases the ambulances were issued
to fill the T/O & E the vehicles apparently were beaten-up old war babies
full of quirks and **grief.** It was not unusual for at least half of them
to be deadlined for parts and repairs. Few were ever classed as 'good',
and usually more than half of them were called "poor".

(4) In July there developed a shortage of Benzol Benzoate.
Sulphur Ointment was substituted, whenever necessary, in the treatment
of scabies.

k. Redeployment and conservation of manpower.

(1) Manpower was at a premium in the Wing Medical Department
throughout the year. Easing redeployment standards tended to make it
difficult to maintain or plan to maintain an organized and coordinated
medical staff at any installation. Manpower was utilized to the limit.

(2) Included among the special problems which arose were
(a) shortage of Flight Surgeons (see par c-7.) (b) shortage of Dental
Officers (see par j-3), (c) training of personnel (see par i-2), and
(d) shortage of personnel in the Wing Surgeon's Office (see par b-4 & 5
and c-8). Through the cooperation of Wing A-1 Section machinery was
put into operation to obtain a 673 to replace Cpl Pearson after he was
deployed in October. Arrangements for the transfer of T/Sgt Gregg H.
Trott from Nordholz Air Base was completed early in December, and Sgt
Trott arrived at the Wing Surgeon's Office soon after 1 January 1947.

l. Housing, water supply; bathing facilities; laundry;
problems of construction.

(1) With hardly an exception, housing was adequate for all
troops. The housing of Dependents in all Military Communities under the
Wing presented no major difficulties from a Medical point of view.

(2) The water supply at Schweinfurt Air Base was not ade-
quate until the construction of a supplemental pipe line was completed in
October giving the base access to the water supply of Schweinfurt city.
Until that time the base had been forced to rely on a pumping system which
brought water from three deep wells. The pumps and wells could not meet
the demands, with the result that bathing was restricted to two hours a
day or three days a week. The use of old unreplaceable pumps added to the
shortage. The construction of the new pipeline and a supplemental reservoir
was long delayed through shortages of manpower and material.

(3) Bathing facilities at Fritzlar could have been improved
with a more adequate heating system. Hot water was made constantly available
at a central shower room about two hundred yards from the billeting area,
but seldom could be heated in the barrack showers. The barrack area is
heated en toto at a central heating plant. In September, only seven (7)
out of ten (10) furnaces were operational. The heating system itself is a

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hot water rather than a steam sytem, with a resultant sluggishness in the dispersal of heat. The hot water pipes had no insulation, with an estimated 40% to 60% effeciency. However, there were no complaints from the Fritzlar base during the winter months.

m. Food and Messing; Sewer and Water Disposal; Insect Control.

(1) Relatively few problems arose regarding food and messing. Some spoilage was reported from time to time. Fritzlar Air Base operated through the spring and summer with a consolidated enlisted men's mess which had difficulty in obtaining enough hot water.

(2) Sewage and water disposal presented no major problems, as permanent sewer systems were available at all bases.

(3) A severe shortage of screening materials created an unsolved problem of insect control. Through the spring and most of the summer there was no screening available even for messes and dispensaries. Most of the messes were finally screened in September. The cold weather solved the problem for the dispensaries.

n. Preventive Medicine Measures.

Most preventive medicine measures were those relative to Venereal Disease, discussed in par o. In addition to routine immunizations of Military Personnel and their dependents, immunizations were directed for household employees against smallpox, typhoid-paratyphoid, typhus, and diptheria. During the month of December all Wing Personnel were given the Schick test for diptheria.

o. Venereal Disease Control.

(1) The Wing Venereal Disease rate per thousand annum for the year 1946 was 85.75. The lowest monthly rate per thousand was 54.06, registered in May. This was followed in June by a monthly rate per thousand per annum of 133.62, which was the highest rate of any month.

(2) Venereal Disease was a menace which was fought during the entire year with an undying effort. Probably the greatest impetus resulted from the Theater-wide Anti-Venereal Disease Drive conducted 15 July through 15 August. Among the Venereal Disease Control Measures in general practice throughout the Wing were these;

(a) The establishment of a system of control ~~consiting~~ consisting of a Venereal Disease Control Officer for each base, an assistant Venereal Disease Control Officer for each one hundred (100) men on the base, and an assistant Venereal Disease Control Non-Commissioned Officer for each twenty (20) men.

(b) The stablishment of VD Control Boards consisting of at least the Chief of Staff, Deputy Chief of Staff, the A-1, the Provost Marshal, The Surgeon, the Special Services Officer, and the Chaplain.

(c) The setting up of Pro stations at convenient points.

(d) The equipping of all vehicles with Prokits and rubbers.

(e) Diversions in the form of recreational programs.

(f) Control at the gates to the military reservation, such as signing of statements that a pro had been taken if any contact was made, and the requiring of all persons returning to base under the influence of alcohol the take a station pro.

(g) Administrative weapons in the form of detention wards and authority on the part of the commanding officer to discriminate against those men contacting V.D.

(h) The immediate apprehension of all possible contacts.

(i) An educational program. Posters, slogans, I and E lectures, movies, and word-of-mouth influences were heavily utilized to combat the incidence of Venereal Disease. Stress was made on the following facts: Penicillin is not 100% effective, no girl is "safe", Venereal Disease can easily leave irreparable damage to the body, punitive measures could be enacted against the men, and there is great value in the use of prophylactics.

(3) Rosters of men contracting Venereal Disease are maintained in the Wing Surgeon's office by date and unit in addition to the file of USFET Form 302's. A study of these records on all cases of Venereal Disease during the last six months of 1946 revealed the following facts:

(a) One third of all persons catching VD did so while on leave or furlough, another third catching VD did so in towns not adjacent to the base even though not on furlough, and the remaining third caught VD in the vicinity of the base.

(b) Only one man in 14 catching VD even claimed to have taken a Station Prophylactic.

(c) Five out of six Venereal Disease contacts were outright pickups.

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(4) One proof that the Anti-VD campaign of the summer had a positive effect on the men of the Wing is that the number of station prophylaxes almost tripled during the months following the campaign over the months just preceding the campaign. Though complete figures are not available to determine the actual ratio between Venereal Disease Rates and prophylaxes taken, the two great jumps which occured in the Venereal Disease Rate in June and December were accompanied by low station prophylaxes figures.

2. On the whole, the 1946 health picture of the 64th Fighter Wing was a clear one. The non-effective Daily Rate never exceeded five, and was practically zero until the dispensaries were directed to treat Venereal Disease on a Quarters Status. Gastro-intestinal disorders were practically non-existent. The Rate Per Thousand Per annum for upper respiratory infections was very low during the spring, summer, and autumn months, but parallelled the VD rate during cold weather. The average Monthly Rate Per Thousand Per Annum for Total Admissions was 442.08. The Venereal Disease Rate, however, persisted in maintaining a status of more than double the "acceptable" rate.

REESE B. FAUCETTE
2nd Lt MAC
Wing Med.Adm. Officer

5 Incl:
- Incl #1: Roster of Med Dept Officers
- Incl #2: Units receiving Med Coverage
- Incl #3: Instructions on Station Commanders Indorsement
- Incl #4: Charts
- Incl #5: 64th Ftr.Wg. Memorandum 25-1

TEL: Bad Kissingen Military 2210

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OFFICE OF THE SURGEON
HEADQUARTERS & HEADQUARTERS SQUADRON
64TH FIGHTER WING
APO 525, U. S. ARMY

10 January 1944

SUBJECT: Letter of Transmittal.

TO : Commanding General, 12th Air Force (Att'n. Air Surgeon), APO 650, U. S. Army. (through Channels)

1. Transmitted herewith is a special "Report on Medical Care of 64th Fighter Wing Since Arrival on Foreign Duty" for your information.

EUGENE MEYER III,
Captain, MC.,
Squadron Surgeon.

Incls:

5 cc - Report on Medical Care of 64th Fighter Wing Since Arrival on Foreign Duty.
5 cc - APPENDIX A - Responsibility of Medical Men on Infirmary Duty.
APPENDIX B - Patient Chart, Infirmary, 64th Fighter Wing.
APPENDIX C - Instructions for Aid Men Stationed with Radar Units.
APPENDIX D - Letter of Information, Surgeons, 64th Fighter Wing.
APPENDIX E - Laboratory Equipment proposed for use in Laboratory, Chest, Field, Av'n.
1 cc - APPENDIX E-1 - Photographs, Original Laboratory Equipment.

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REPORT ON MEDICAL CARE OF 64TH FIGHTER WING
SINCE ARRIVAL ON FOREIGN DUTY.

This report is offered as a sample of one attempt to give medical care to an air corps unit in this theatre of operations. Operation of the unit is not typical in one respect,- it contained no pilots engaging in combat, although from twelve to twenty of its officers have been on flying status. In respect to movements, initial medical equipment, exposure to combat hazards apart from combat missions and in other respects the experience of this unit is on a par with that of the fighter groups with which it has been associated over the period since March 1943.

The statistical section of the report is based on the operation of infirmary and laboratory over the three months from September 26, 1943 through December 26, 1943. Conditions have favored efficient operation of these units during that time in that the organization has been relatively fixed, occupying two sites only during the period. Both infirmary and laboratory have been operated under the less favorable circumstances previously encountered because they were necessary. In order to explain the source of this necessity, the following sketch of movements of the organization is rendered.

1. MOVEMENTS.

The 64th Fighter Wing (then 3rd Air Defense Wing) moved to Thelepe, Tunisia in March of 1943. An Advanced Operations unit moved to Sbeitla in March and to Hadjeb in April and thence to Le Sers, Tunisia on April 12, 1943. The Main Operations moved to Sbeitla and thence to Le Sers. In May after the fall of Cape Bon, both organizations moved to an area near Henchir Lebna on the southern shore of the Cape remaining ten miles apart for some two weeks and joining together for several more. Part of the Advanced Operations unit landed three (3) miles east of Gela on D-day of the Sicilian invasion and moved successively to Agrigento, Termini Imerse and Milasso, Sicily. Main Operations set up in Gela and moved from there to Milasso in late August. An advanced echelon of the Main Operations landed at Salerno on D ≠1 of the Italian invasion and was rejoined later by the remainder of the organization. Main Operations moved to Frattamaggiore, Italy on October 10, 1943 while Advanced Operations set up near Sorrento.

2. ASSIGNMENT OF PERSONNEL.

During the period March-April, 1943 the 3rd Air Defense Wing was in process of evolution into an organization performing the functions of air support. Associated with it were the 82nd Fighter Control Squadron and units of the 732nd, 733rd and 734th Signal Air Warning Companies (now the 2691st Signal A. W. Bn. (SEP)). No previous experience existed, within the American Army, for the pattern of medical care for such an organization. The only available facts on which to plan such a pattern were that there was to be two large operations units, an Advanced Operations and a Main Operations. There were also a rather large number (eight to twelve) of small, relatively isolated units having a strength of some twenty-five men manning signal air warning equipment. It became clear that a medical officer should be with

each large operations unit and Major Warren C. Sawyer, Acting Wing Surgeon, felt it would be highly desireable to have a medical enlisted man with each isolated unit of the signal air warning companies. Personnel of the Signal A. W. Co's could not provide a sufficient number of medical men for all their units. Major Sawyer, therefore, assigned four enlisted men to duty with Signal A. W. Co's units. The squadron surgeon of the Wing was assigned to duty with the Advanced Operations unit while Capt. (now Major) Warren C. Sawyer remained with the Main Operations. Duties of the squadron surgeon of the Wing were also performed by Capt. Paul Exelby of the 32nd Fighter Control Squadron for periods of time. The surgeon at both operations assisted the surgeon of one of the Signal A. W. Co's, Lt. Leonard Feit, in making periodic visits to isolated units. Later additional enlisted personnel were obtained for the Signal A. W. Co's and enlisted men of this organization were returned to their organisation. The squadron surgeon remained with the advanced operations until September, 1943 when he was returned to the Wing.

3. TRAINING OF ENLISTED MEN.

Training and experience of enlisted men of the squadron medical detachment was relatively inadequate before embarkation. Three weeks were available for lectures, demonstrations and practice on basic anatomy, physiology, principles of first aid, bandaging, litter drill and other essential matters. Total training in medical subjects of most of the enlisted men was limited to a few months of experience as ward-boy in a station hospital. The outstanding exception was the non-commissioned officer in charge, S/Sgt. Emil Adamik, 12022257, whose previous experience as head operating room orderly at a station hospital and whose high level of intelligence, diligent application, neatness and knowledge were of inestimable value at all times. As noted above, it became necessary in March to send medical enlisted men of the Squadron and Wing with isolated radar units. To help them, a simplified manual of first aid, diagnosis and treatment was made up. (Attached as Appendix C) The performance of these enlisted men was warmly commended by the unit commanders in every case, and the principle of having medical aid men with these units has been continued by the Signal A. W. Bn.

4. PROBLEMS OF MEDICAL CARE.

It became obvious early after arriving on foreign duty that the day to day problems of medical care in this unit came under the category of internal medicine. It became equally clear that laboratory facilities would be necessary for optimum care of the organization and that these facilities were liable to be too far away to be available for any practical purpose. For that reason, a microscope was hunted up and biological stains and supplies obtained from various sources. These facilities were first used at Le Sers, Tunisia where the nearest laboratory (a British mobile laboratory) was eighteen miles and roughly forty-five minutes away. At that time patients who were only mildly though acutely ill were kept in quarters in their own beds and tents.

On the Cape Bon peninsula, the epidemic of dysentery in May and June led to the establishment of a unit infirmary for the first time. It was imperative to provide on the spot care for patients sick enough to require complete rest and daily medical attention but not sick enough to warrant sending them long distances to already overburdened hospitals. Moreover, if dysentery patients were to be kept in quarters at their unit, enlisted men had

to be instructed in ward routine, the details of caring for a sick person and the necessity for proper sanitary techniques in order to protect the patient, the rest of the command and themselves.

For these reasons, patient charts were started, a ward routine was established and instruction of enlisted men in a systematic way was undertaken. Separate infirmaries were maintained at the two units, the one at Main Operations being started by Major Warren C. Sawyer. A single infirmary was maintained throughout June when both units were reunited. The infirmary at this time was housed in two tents,- a large wall tent and a pyramidal tent and had a capacity of ten beds.

Apart from the relatively large number of cases of dysentery involved the nearest hospital facilities during the early days of the epidemic were at Mateur, some hundred and ten miles away. At no time during May or June were laboratory facilities found nearer than Tunis which was too far to be practical. During May and June some twenty-five or thirty patients were treated in the infirmary. All acutely ill patients, including two who required intravenous fluids because of hyperpyrexia and vomiting, were treated in the infirmary and only those (less than 10%) who failed to hold down medication or had a prolonged febrile course, were hospitalized. Laboratory facilities were chiefly useful in ruling out amoebic infection and examining for evidence of pus or blood cells in those with chronic gastro-intestinal complaints.

From this experience it became clear that with laboratory facilities at hand adequate medical care for all but the most seriously ill patient could be provided by the facilities and personnel of the organization.

During the Sicilian campaign the Advanced Operations did not operate an infirmary as it was always in close contact with a section of a Medical Battalion assigned to airfields. Laboratory facilities, however, proved useful in the early diagnosis and treatment of malaria and in distinquishing between malaria and what was assumed to be Sand-fly fever. (At the time personnel of attached British Units numbering some 150 were under care of the unit surgeon in addition to the personnel of the Advanced Operations.) The infirmary was again set up at Milazzo, Sicily in early September and reestablished in Italy on September 26, at a farmhouse two miles west of Battapaglia. On October 9, 1943 the entire Hq. & Hq. Sq. moved to a twine factory and adjacent buildings in Frattamaggiore, Italy where it has remained since. The details and figures of the operation of the infirmary and laboratory at the latter two sites follow.

5. INFIRMARY - Equipment and Operations.

Equipment. The infirmary has operated in two rooms in the main barracks of the enlisted men. The barracks are the modern tiled locker rooms of a newly built factory and the infirmary rooms are well isolated from the rest of the quarters. Nine cots with sufficient blankets and sheets for five are basic equipment. When above five patients are in quarters the patient's own blankets are used. Head to foot sleeping is used. Stoves are in use in each room and black-out curtains have been hung. Pail latrines are in use and are maintained in clean condition at all times. One medical enlisted man sleeps in the infirmary each night.

Basic infirmary routine is outlined in directions posted in the

infirmary. A copy of these directions is attached as Appendix A. Procedure is carefully followed at all times as without it the infirmary could easily serve as a dissemination point for infectious disease. One room is used for all cases of known contagious illness such as Pharyngitis and Tonsillitis, acute, due presumeably to Beta-hemolytic Streptococcus. "Rounds" are made each morning by the unit surgeon during the half-hour before sick-call. All orders or changes in medication are written out by the non-commissioned officer in charge and posted above the chart-desk each day.

Charts are kept on all patients admitted. A sample chart of a patient treated in the infirmary is attached as Appendix B. (The chart covers the patient's first 6 days only.) Maintaining rather detailed charts serves several purposes. First it insures that the patient gets the medications, fluids and supervision he needs. Secondly, it regularizes the handling of patients for enlisted men in charge of the infirmary. Without such standardization it would be unreasonable to expect uniformly good supervision by enlisted men,- with it, good care can be achieved. Lastly, the charts provide a permanent record of the patients medical history, physical findings and treatment of the illness for which he was hospitalized. Complete charts are kept in a file in the dispensary for future reference and have proved helpful in out-patients treatments.

a. Personnel.

The squadron medical detachment consists of seven men. The non-commissioned officer in charge remains in the dispensary and helps in the laboratory. He is assisted in the dispensary by two men who rotate on the basis of twenty-four hours on and twenty-four hours off. The unit infirmary is under the charge of a second non-commissioned officer with two more men to assist,- rotating on the same basis. The two assistants in each department exchange duties at regular intervals. Non-commissioned officers in charge remain fixed. The seventh man is the ambulance driver and general assistant. The maintainance of a prophylactic station on a twenty-four hour basis at the dispensary, the routine physical inspections, the administrative reports in addition to routine and emergency medical duties meant a full schedule for all enlisted men. The three men in the dispensary, for example, carry out the duties for which six men were assigned in the original Table of Organization.

b. Number and type of Patients treated at the Unit Infirmary.

Fifty-eight patients were treated in the Infirmary during the three month period from Sept. 26 to Dec. 26, 1943. Diagnosis and number of patients under each category are as follows:

Jaundice, catarrhal, acute 17
Malaria Fever 12
  Benign, tertian type . . . .(10)
  Malignant, tertian type . . . . (2)
Burns, ankle 1
Cellulitis, foot 1
Carbuncle, neck 1
Tonsillitis and Pharangitis, acute, purulent . . 3
Gonorrhea, acute 5
Pharyngitis, acute, catarrhal 3

Dysentery, acute, type undetermined	1
Otitis media, acute purulent, right	1
Abscess, left pectoral region	1
Sinusitis, acute, maxillary & frontal, right . .	1
Fever following Typhoid innoculation	1
Headache, cause undetermined	1
Fever of unknown origin	6
German measles	1
Laryngitis, acute, cause undetermined	1
TOTAL	58

A total of 539 quarters days were registered by these patients during the three months, an average stay of 9.3 days per patient. Of these fifty-eight patients all were returned to duty except the following who were hospitalized for the following reasons.

(1.) Two cases of fever of unknown origin - remaining undiagnosed after 7 and 10 days of intermittent fever. (Returned from hospital still undiagnosed.)

(2.) Gonorrhea, acute - failure to respond to treatment with sulfathiazole at bed rest.

(3.) Malaria, treated - developed abdomenal pain and intractable vomiting on second day of treatment.

(4.) Pleurisy, acute, due to rupture of pleural adhesion - kept in quarters for forty-eight hours with sedation and strapping because of poor evacuation risk.

(5.) Tonsillitis, acute, purulent - because of exposure to possible case of Diptheria previous to admission.

(6.) Parotitis, acute, epidemic - admitted as Pharyngitis, acute, catarrhal and developed parotitis on fifth day.

Total hospitalized - 7 cases (approximately 12%)
Total to duty - 51 cases (approximately 88%)

c. Discussion.

The average length of stay per patient in the above cases was 9.3 days. This is a rather long average stay for a unit infirmary. It is due to the relatively large number of cases of jaundice and malaria in the total figure. These cases were kept and treated in the unit infirmary because it was felt that their treatment and care could be at least as good as that given similar cases under existing hospital conditions. Laboratory facilities were the main fact in making this possible. Fruit juice and sugar rations were drawn from the quartermaster on special requisition in order to provide high carbohydrate diets for jaundiced patients. Malaria patients were checked before discharge for parasitemia and this check was repeated at weekly intervals for a month after discharge. No case of malaria treated in the unit infirmary has so far relapsed.

The type of patient a unit infirmary will treat varies with the circumstances. In September, when hospital facilities were taxed, it would not be too much to say that a patient received more individual care and comfort in

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the unit infirmary than was possible in any hospital installation available. In regard to malaria, treatment at the unit infirmary was early, adequate and continuous,- things which could not easily be assumed if the same patient were put in the chain of evacuation at that time. In addition, treatment of such patients at the unit reduced the burden on hospital facilities already heavily taxed and badly needed for care of casualties.

It also became apparent that the amount of time lost from duty was probably reduced in cases kept in the unit infirmary. In the first place, the infirmary eliminated time lost in the return to the unit from the hospital,- a period which has involved weeks, rather than days, in some cases evacuated from Sicily or Italy to Africa. In addition, the unit surgeon, being familiar with the man and his job, can more easily judge when it is possible to let a man go back to duty. Familiarity with the patient's quota of common sense and the nature of his work in many cases is a determining factor in whether a man can be trusted to go back to duty on a "light duty" status or whether he must be supervised until he is entirely well and able to withstand the rigours of the elective use of his leisure time as well as his work. In this respect, the unit surgeon inevitably has the advantage, an advantage which means on the average more days of duty and fewer relapses of illness. It should be added that the patient's reaction to his illness as well as the actual details of his clinical course are of definite value to the unit surgeon in the future care of the individual.

d. <u>Training of Enlisted Men.</u>

Operation of the infirmary has contributed greatly to the training of enlisted men of the detachment. In caring for patients in the infirmary, in taking temperatures and giving medications, the enlisted men of the detachment inevitably pick up knowledge. Instruction is systematized to the extent that the unit surgeon attempts to demonstrate the more obvious aspects of the various illnesses and the simpler features of the important diagnostic points. The men are more or less familiar with diagnosis and treatment of "Strep sore throats", malaria, jaundice, otitis media, diarrhea, and other illnesses listed. They have all palpated spleens and livers, felt for glandular enlargement, observed the rash in measles, and know what bile in the urine looks like and means. They have seen acute bacillary dysentery, know the significance of gross blood and pus in the stool and know that diarrhea can accompany acute appendicitis as well as signify the onset of the "G. I's". The demonstrations have been supplemented by occasional evening sessions on such subjects as "Sore Throat", and "Headache". The men are familiar enough with basic and common disease patterns so that they can and do question intelligently the soldier who drops in the dispensary for a "couple of aspirins" or a "cc" pill. One example of the value of such instruction, in the case of malaria, was afforded one evening during the absence of the unit surgeon. An enlisted man came into the dispensary complaining of persistent headache. His temperature was normal but the appearance of the man and his story led the non-commissioned officer in charge to suspect malaria. The patient was sent to the infirmary where an hourly temperature chart was started. Thick smears were taken by the enlisted man in charge of the infirmary and stained by Giemsa stain. The next morning the unit surgeon has only to look at the smear and start anti-malarial treatment (the case was one of Malignant Tertian Malaria).

It is felt that the enlisted men of the detachment have responded in excellent fashion to an opportunity to learn. They have shown real judgement

and common sense in application of what must be limited knowledge and in so doing have made a real contribution to the prevention of serious illness and its early treatment.

6. OPERATION OF THE UNIT LABORATORY.

The unit laboratory was first used in April at Le Bers, Tunisia. It consisted at the time of a microscope and a box of stains and other equipment occupying space approximately the size of a large cigar box (Appendix D-1, original copy only). Stains were obtained through the kindness of British Mobile Laboratory No. 2 then stationed at Le Kef. At that time the main value of these facilities was in stool examinations, during the course of which a carrier of the cysts of Entamoeba Histolytica was picked up. A small malaria survey (40 smears) on Arab inhabitants of a nearby town (Sidi bou Rouis) was made in an attempt to determine the degree of endemnicity and type of infection present. (Only one carrier, having P. vivax infection, was found.) A number of urine, stool and blood smear examinations were made on members of adjacent commands but no systematized attempt to serve the area was made because of lack of supplies.

In the Cape Bon epidemic of dysentery, laboratory facilities were useful chiefly in ruling out amoebic origin, in determining whether microscopic blood or pus was present in those with chronic gastro-intestinal complaints and in doing an occasional urine or blood count.

In Sicily, malaria was the chief problem. Because of the high incidence of parasitemias reported by laboratory facilities of a nearby evacuation hospital a small survey (50 smears) was done on members of the Advanced Operations unit. Only one parasitemia was picked up,- the patient having a history of malaria treated in North Africa. (The patient was afebrile and asymptomatic and was treated on a duty status.) Early diagnosis of approximately ten clinical cases in the command and adjacent British units was established and smears were most helpful in distinguishing between sand fly fever and malaria.

It was not until October 12th that a relatively permanent relation between laboratory facilities and nearby units of the 64th Fighter Wing was established. At this time, a letter of information as to services offered was sent to these units (attached as Appendix D) and those in the immediate vicinity have made continuous use of the facilities.

a. Equipment.

A detailed list of equipment and expendible supplies by catalogue number is included as Appendix E. These supplies will permit operation for a period of at least six months with the exception of the item of distilled water. This has been used at the rate, roughly, of three liters per month when between 150 and 250 examinations of all types are being made. Benedict's solution has been obtained from laboratories of evacuation stations or general hospitals in solution ready to use. Main non-expendible items are the microscope and hemocytometer. The former, a non-American type, was obtained on Memorandum Receipt from an American organization which did not care to use it. The latter was obtained on the Cape Bon Peninsula and is of German origin.

The laboratory operates on two tables and the entire equipment can be packed in a single nesting box. Eye droppers and two ounce bottles are used for stains. They are kept in a rack built for that purpose. Stock solutions are kept in four ounce bottles. A convenient distilled water source is provided by hanging the distilled water flask on a stand, attaching a length of rubber tubing tipped with an eye dropper and provided with a pinch-cock. A soup dish with parallel lengths of glass tubing affixed provides a stand on which slides are stained. For staining with Giemsa stain slides are spaced by short lengths of tongue depressor, strapped with rubber bands and stained in an empty four ounce boric acid jar. (A Coplin jar has recently been borrowed from a nearby laboratory.)

b. <u>Methods</u>.

No comment is necessary on routine laboratory procedure. Experience with malaria smears has revealed several important facts. First, diagnosis or elimination of malaria as a possibility by thin smears alone is not adequate. Secondly, the best method for diagnosis is by combined thick and thin smear. The thin smear is fixed with absolute methyl alcohol and dried. The combined smear is then stained for one hour in Giemsa stain of dilution one to sixty. This method gives a light homogeneous background for the thick smear and adequately stains parasites in both thick and thin smears. Thirdly, repeated smears at four hour intervals over at least two days may be necessary to establish the diagnosis of malaria (See Appendix B - "LABORATORY")

c. <u>Types of Examination Performed</u>.

1.) Blood smear examination - for parasites and differential count.
2.) Blood counts - Red blood cell and white blood cell.
3.) Stool examination - for parasites or microscopic blood and pus.
4.) Urine examination - for Albumen, sugar, microscopic.
5.) Throat smears - for Diptheria and Vincent's infection.
6.) Miscellaneous - smears of cutaneous abscesses and ulcerations, eye infections, sputum for tubercle bacilli, penile lesions which are dark field negative, etc.

d. <u>Type and Number of Examinations Performed (Sept. 26 to Dec. 26, 1943)</u>.

	64TH FTR WG*	ALL OTHERS**	TOTAL
Malaria smears	244	77	321
(positive)	(49)	(22)	(71)
Gonorrhea smears	54	82	136
(positive)	(24)	(40)	(64)
Urine	115	16	131
Stool	5	1	6
W.B.C. count	12	1	13
R.B.C. count	9	0	9
Differential count	4	0	4
Penile lesion, smear	3	3	6
Throat smears	3	0	3
Miscellaneous	6	0	6
TOTAL	460	180	640

* Represents 64th Fighter Wing and units attached for medical care including 895th Military Police Co. (Avn.) (Approximate strength - 270.)

** Represents 82nd Fighter Control Squadron (approximate strength - 135), 2691st Signal A. W. Bn (MOB) (approximate strength - 730) and adjacent British units (approximate strength - 120).

Total average strength of units served by laboratory facilities - approximately 1300.

NOTE: 1.) Positive malaria and gonorrhea smear totals do not represent the number of cases of malaria or number of cases of gonorrhea in either group. In several cases of malaria the effects of therapy with atabrine treatment were followed by smears at regular intervals. The total positive gonorrhea smears include many cases of relapse or failure to respond on duty status treatment.

2.) The urine examinations here listed are mainly checks for white cells after gonorrhea therapy and routine examinations of urines in patients on one of the Sulfa drugs. Examinations for bile in jaundice cases was a daily routine on all cases and are not included in this figure.

e. Training of Enlisted Men.

The non-commissioned officer in charge of the squadron medical detachment has been trained in the making up of stains, the staining of smears and in examination of blood smears for malaria and urethral smears for gonococci. Without his assistance in all these phases the volume of work would have been impossible.

f. Discussion.

Although the above figures represent the volume and type of work done by the laboratory it does not indicate the value of having the facilities on the spot. This was especially true in the case of malaria, gonorrhea and atypical sore throats.

1.) In regard to malaria the following facts lie in back of the necessity for providing squadron surgeons with convenient, rapid laboratory facilities.

a.) Diagnosis - Information Bulletin No. 11, XII Air Support Command, par. II dated 1 Jan. 1944 states that "Malaria cases will not be treated on a quarters or duty status." On the basis of our experience, the problem is not so much where it is to be treated but where it is to be diagnosed. The squadron surgeon is the logical man to do it. He sees the patient first. He has a tremendous advantage, clinically. He knows the man and knows how to evaluate his complaints. The latter is an important point in Malaria especially the malignant tertian type which qualifies, with syphilis, as a "great imitator". Commander D. R. Talbot in the Journal of the American Medical Association for 25 September 1943 (Vol. 123 No. 4 p. 192) brings out these facts. He lists twelve groups of atypical cases of malaria he encountered. He lists twelve groups of atypical cases of malaria he encountered. Commander Talbot demonstrated an incidence of 43% and 66% in a sample of Army and Navy personnel respectively in one area of high endemicity. In the limited series of cases seen at this dispensary, at least four would have been neither treated

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nor hospitalized if laboratory facilities were not available. One was an asymptomatic and afebrile parasitemia picked up in a survey, a second complained of general malaise and slight headache and had a temperature of 100° on one evening, a third was afebrile and complained of headache and listlessness while the fourth had a parasitemia accompanying a febrile reaction to a typhoid shot - remaining afebrile after the first day. Any number of cases of Benign tertian type may first be seen in the afebrile intervals,- when smears are often positive. There is no difficulty about diagnosing and hospitalizing the obvious and typical case. It is the high percentage of atypical cases that require convenient laboratory facilities.

b.) Even when a patient is to be hospitalized, laboratory facilities for the squadron surgeon means better treatment. If the smear is positive, treatment can be started immediately and the smear sent to the hospital with the patient's EMT. Familiarity with the time involved in sending the patient to the hospital, in his being admitted and examined by the ward physician, in calling the laboratory for a smear and awaiting the report makes it clear that diagnosis and treatment prior to admission saves from eight to twenty-four hours.

c.) If unit dispensaries are to be authorized in malarious areas (12th Air Force Memorandum 25-4 dated 19 September 1943) the necessary, minimal laboratory facilities should not only be authorized but every effort should be made to see that they are in fact available.

2.) In the case of gonorrhea, laboratory facilities are of equal importance. First, differential diagnosis of gonorrhea from a urethritis on a chemical basis may be impossible clinically or on the basis of the history. Two cases of the latter have occurred in this command. In both cases, signs and symptoms of an acute, anterior urethritis were present after exposure and prophylactic measures. In both cases, purulent discharge showing large numbers of pus cells was present but no gonococci were seen in the smear. Treatment was withheld and signs and symptoms disappeared. Without laboratory facilities, gonorrhea would have been diagnosed and "successfully" treated.

Secondly,- if men are to be treated with Sulfathiazole or other sulfa drug on a duty status or in quarters, routine urine examinations for hematuria are highly desireable. In cases suggestive of renal complication, urines can be immediately examined and proper measures instituted. If findings are negative, therapy can be maintained with confidence and without break by the surgeon. Routine check of urines at the completion of therapy is also useful as a guide in regulation of the patient's activities.

3.) One case of Diphtheria in a British soldier of a nearby unit was diagnosed by smear examination. In this case, the membrane was not especially typical and was small in extent. Clinical symptoms were so slight, apart from local irritation, that a preliminary trial of symptomatic therapy might well have been excused. Diagnosis was later confirmed by culture at a British General Hospital. No other case of Diphtheria was encountered though one patient (American) was sent to the 36th General Hospital with the diagnosis of Diphtheria and an assumed positive smear. The patient was treated with anti-toxin but a culture failed to grow the organisms. (Daily throat inspections were carried out for a week on all personnel of the patient's

unit in spite of the negative culture.) While it remains true that the mere suspicion of Diphtheria justifies immediate hospitalization, there are border-line cases in which a negative smear is reassuring. The finding of significant numbers of spirochetes and fusiform bacilli moreover establishes another definite diagnosis and indicates specific therapy.

6. Summary - (Laboratory Section).

In general, it may be said that the presence on the spot, of laboratory facilities, have been of substantial aid to the surgeon of this and other units. Presence of such facilities meant that they were used in many cases where it would have been impractical or impossible to send further away for the same services. It meant that better medical care was given to members of the command. Better care means better diagnosis, better treatment and fewer days lost from duty.

7. SUMMARY (GENERAL).

a. Some of the more important medical problems met by the Hqs. & Hqs. Sq., 64th Fighter Wing since arrival in this theatre on 21 February 1943 are described and their attempted solutions discussed.

b. The origins and functions of the unit infirmary and laboratory are described and their value to the unit discussed. The patients cared for at the infirmary and work done by the laboratory are enumerated. Laboratory equipment is itemized. Training of enlisted men is described in their connection.

8. CONCLUSIONS.

a. Problems of medical care of the Hqs. & Hqs. Sq., 64th Fighter Wing in this theatre made it expedient to set up and operate a unit infirmary.

b. Operation of a unit laboratory in conjunction with the infirmary has made it possible to maintain an adequate standard of medical care.

9. RECOMMENDATIONS.

a. It is recommended that Air Corps units, such as Groups, be provided with a Chest, Laboratory, Field, Av'n. in all cases where the unit is authorized and operating an infirmary. The items such a chest should contain are listed in this report.

b. This recommendation is made for consideration of higher commands.

Eugene Meyer III
EUGENE MEYER III,
Captain, MC.,
Squadron Surgeon.

INFIRMARY, 64TH FIGHTER WING
APO 525, U. S. Army.

"APPENDIX A"

5 September 1943

RESPONSIBILITIES OF MEDICAL MEN ON INFIRMARY DUTY

I. GENERAL

1. Cleanliness and neatness of the infirmary will be strictly maintained.
2. Meals will be served to patients and their mess-kits washed thoroughly in the routine way.
3. The latrine pail will be kept covered at all times. It will be scoured daily with 2% cresol solution. Four inches of 2% cresol will be kept in the bucket during daily use.
4. Infirmary will be blacked out between 1730 hours and 0630 hours.
5. Clean linen will be kept on empty cots. Linen on occupied cots will be changed at least once weekly.
6. Patients will not be allowed to read their thermometers.
7. Daily urine specimens will be taken on all patients. The first specimen in the morning will be the one saved.
8. No patient will leave the infirmary except by permission of the medical officer.
9. NO VISITORS are allowed in the infirmary at any time.

II. MEDICAL

1. Temperatures will be taken routinely every four hours and entered immediately on the patient's chart. Any rise in temperature over 1.0° will be reported immediately to the medical officer.
2. Medications indicated on the charts under "TREATMENT" will be given and the time and dosage will be entered on the patient's chart.
3. Each patient in quarters must drink at least three full canteens of water and other fluids during the course of the day. Patients getting one of the sulfa drugs especially must be reminded each hour to take fluids. All fluids taken and the time when taken (finished, not offered) will be entered on the patient's chart.
4. The medical man on duty will remember that the comfort of the sick individual is as important as his medication. Do not permit a patient to endure severe headache or cramps or nausea and vomiting but report these facts to the medical officer immediately.
5. The medical non-commissioned officer in charge is responsible for the initial filling out of all E.M.T's on all patients admitted during the day. He is responsible for seeing that the E.M.T's on all patients discharged are completed at the time of discharge.
6. The medical N.C.O. in charge will, at the end of each day, see that all patients in quarters or gone to duty during the day are so entered in the Dispensary Ledger.

III. DISCHARGE OF PATIENTS

1. No patient will be discharged to duty without first seeing the medical officer.
2. The patient's chart will be filed in the records file after being completed by the medical officer.
3. On discharge, a patient's blankets will be aired for at least eight hours before being used again.

IV. TERMS USED IN ORDERS

1. q.4.h. - every four hours.
2. p.r.n. - as needed.
3. p.r.n. not oftener than q.4.h. - as needed but not oftener than every 4 hours.
4. q.n. - each night.
5. q.n. if nec. - each night if necessary.
6. t.i.d. - three times a day.
7. p.c. - after meals.

Eugene Meyer III
EUGENE MEYER III,
Captain, MC.

1543

"APPENDIX C"

INSTRUCTIONS FOR AID MEN
STATIONED WITH RADAR UNITS

Issued
March 23, 1943

GENERAL

Medical Aid men stationed with Radar units have the following responsibilities.

1.) Treatment of minor cuts and lacerations, "athlete's foot, insect bites and other similar complaints.

2.) First aid treatment of any serious injuries,- including the administration of powdered sulfanilamide in larger lacerations and avulsed (torn) wounds, the applications of first aid dressings, the preliminary splinting of fractures, the recognition and first aid treatment of shock (see below), the application of tourniquets for arterial hemorrhage, and first aid treatment of burns (see below).

3.) Aiding the unit commander in the carrying out of sanitary measures,- such as proper disposal of human and kitchen wastes, prevention of flies and fly breeding, and proper washing of mess kits. (Medical Officers of Wing or Squadrons will make regular visits to Radar units and will advise on such measures).

4.) Maintaining their supplies of first aid materials (see below) and informing visiting medical officers, who will carry with them additional supplies, of their needs.

5.) Medical department aid men will also be responsible for informing commanding officers of their units when the services of the nearest medical officer are required, and they must request facilities for evacuation of a patient when necessary.

SPECIFIC INSTRUCTIONS FOR AID MEN

Your job is one for which you have all the necessary training and qualifications. You are not expected to have the medical knowledge of a doctor. You are expected to recognize serious illness or potentially serious illness in a general way only and to call for the help of the nearest medical officer by informing the commander of your unit that you think such help is required. This will not be so difficult in the case of obvious injuries such as wounds, fractures, deformities, unconsciousness, or severe burns. It will be more difficult, and may require more straight thinking and common sense in the case of some so-called "medical" disease than may be the case in the "surgical" injuries. A few main points in regard to the first-aid treatment of injuries and the recognition of serious "medical"

illnesses have been put down for your use. The Medical Soldiers
Handbook will also be of aid but in any case where there may be a
difference in the suggested treatment, follow the suggestions be-
low. This outline is not complete and it does not contain all you
are supposed to do or know. It stresses the most important points
only.

INJURIES, WOUNDS, FRACTURES, UNCONSCIOUSNESS

MOST IMPORTANT - Use your eyes and your head in determining the
nature of the injury. Remember that the obvious injury may not
be the most important one. Don't rush, - in 99 cases out of 100
you have more than enough time. Always examine all limbs for frac-
tures as well as the head and back in every case and especially
when a man is dazed, "foggy" or unconscious. When you have thorough-
ly examined the injured man, then start your first aid treatment and
direct it with regard to the most serious part of his injuries. The
exception of course is bleeding in spurts (arterial) from a large
vessel,- this must be stopped immediately. Once a tourniquet is
applied or you have been able to check bleeding of compression with
a large dressing applied directly at the site of the bleeding,- then
go back and do your complete examination.

For example, you are told that a man has been injured by a mine.
You find him lying on his back by the side of the road, conscious
but dazed. The pant leg over one thigh is torn and bloody but
there is only oozing of blood- no spurts or large trickles. You
question and find that his back hurts. You find no evidence of head
injury or fractures of the arms. On examining the legs you find no
signs of fracture (see below) , but you do find that he cannot move
either leg of his own will. In spite of the leg wound, the man is
a BACK INJURY and must be treated as such. You remove all clothing
around the leg wound which does not stick, apply sulfanilamide pow-
der to the wound (injured man's 1st aid packet) apply the first aid
dressing (injured man's 1st aid packet) and gently roll him onto
the dressed litter face down (see fractures). But what about the
leg wound,- won't it get dirty or bruised? Yes,- it might,- a lit-
tle more so than if the man was lying on his back BUT THE BACK
INJURY IS MORE IMPORTANT.

WOUNDS

TYPES OF WOUNDS: Wounds are classified as contused (bruised), in-
cised (cut), lacerated (torn), perforating (through-and-through),
penetrating (deep but not wide). The principles of the treatment
for remains the same regardless of type. In HEMORRHAGE from a
large or other wound remember that firm, continued pressure with a
sterile dressing will give a chance for clots to form in all cases
except when blood is spurting with each heart-beat from a large ar-
tery. Therefore do not use a tourniquet as the first resort when
there is only oozing or trickling of blood from wound.

TREATMENT OF WOUNDS:

DON'T 1.) Pick out dirt and particles of clothing that stick to the

wound. (you can't get it all out and you may start fresh bleeding)

2.) "Dab" repeatedly at a wound to stop bleeding. Find where it is coming from and apply firm, continuous pressure with a first aid dressing at that point.

DO

1.) Remove clothing from around margin of wound that will come off freely.
2.) Put sulfanilamide powder on the raw surfaces. Distribute it evenly and lightly.
3.) Apply 1st aid dressing (red side up) to the wound.
4.) Give the wounded (or burnt) man sulfanilamide tablets from the tin box, - 12 tablets at once (in 5 minutes) totalling a dose of 6 grams.
5.) Treat for shock in any extensive wound regardless of whether the injured man is in shock or not.

FRACTURES

Signs of a fracture of a limb:

1.) Obvious deformity with or without protrusion of bone through the skin.

2.) Pain and swelling along the length of a bone.

3.) "Crepitation" ("crunching" or "grating" sound when end of limb is moved).

Treatment of fractures of the extremities:

1.) Splint them where they lie. If the skin is broken apply sulfanilamide powder and 1st aid dressing to the site of the break. Use a rifle, a pick or ax handle, two straight boards or any other support for an emergency splint. Use triangular bandages for fastening the splint.

2.) Treat for shock (see below).

3.) Evacuate.

Treatment of fractures (or suspected fractures) of back.

1.) Dress wound with sulfanilamide and gauze dressing.

2.) NEVER PICK UP THE INJURED MAN except by litter or improvised litter. Roll him as gently as possible onto an improvised litter or simply onto a blanket - face down. If practical, leave the man in this position right at the place where he was injured until the ambulance can arrive, - making him comfortable with a pillow. Do not let him or aid him to sit up "just for a moment" to take a hot drink - give him his hot drink with a spoon if necessary.

3.) Evacuate.

Signs of Fracture (or Suspected Fracture) of Back:

1.) Extensive [illegible], the back-bone.

2.) Pain [illegible] which may extend down one or both legs, or "numbness" below the level of the injury.

3.) Inability to move the toes, foot or knee.

4.) Poor sensation (or none) in the toes, legs, thighs (i.e. below the injury). Test by gentle pinching,- compare with area of face.

* Head injuries and fractures of the skull

Three major "Don'ts":

1.) Do not give morphine.

2.) Do not force fluids or "stimulants" into the mouth of an unconscious man.

3.) Do not let an unconscious man lie on his back,- he may choke to death ([illegible]) if his tongue falls back and blocks off his airway.

Signs of a Head Injury:

Head injuries may be obvious when accompanied by obvious deformities of the skull, lacerations of the scalp, or unconsciousness. A man who has been knocked unconscious but has recovered and seems perfectly well must be considered and treated as a head injury until seen by a medical officer.

Treatment of a Head Injury:

1.) Where there is an extensive cut or tear in the scalp,- put on sulfanilamide powder and gauze dressing. Do not "pick out" anything from the tangle of blood, skin and hair.

2.) Keep at rest,- do not let the injured man get up even though he is sure that he's "perfectly all right",- he may take two steps and collapse injuring himself again.

3.) If unconscious, turn face downward, head to one side making sure there is adequate breathing space.

4.) Evacuate.

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FRACTURES AND INJURIES ON THE JAW AND NECK

Treatment.

1.) Sulfanilamide powder to cut or raw surfaces.

2.) Support and dress jaw with 1st aid dressing - gauze part under jaw, ends tied around the top of the head.

3.) For injuries of the neck,- sulfanilamide powder and dressing.

4.) Have patient wait for evacuation and ride either,-
(1) sitting up, or
(2) lying face down - head a little to the side.

NOTE: In all fractures treat for shock even though there are no signs of it. All injuries whose origin is a bullet wound, shell fragment, mine, or automobile accident deserve the same preliminary treatment until you are sure (watch over a period of time) that the injury is only a bruise or minor laceration.

SHOCK

Shock may occur in any severe injury with or without a large amount of tissue damage. It develops most frequently in extensive burns, where there has been extensive damage to tissues as in a fracture of the thigh bone, in a crushing injury, or penetrating wounds of the chest and abdomen. First aid treatment for shock is most effective when it is started before the injured man shows any of the following signs or symptoms. Therefore the following first aid measures are instituted in any serious wound, in any fracture of the leg bones, in any injury where there has been great loss of blood, in any extensive burn, or in any penetrating wound (bullet, high explosive or mine) of the chest or abdomen. In diagnosing shock the appearance of the injured man is the best guide. Spend a few seconds or so just looking. Some people may want you to do something right away. They are the same people who lift up a man with an injured back by his arms and legs. You are the first aid man, not they.

Signs of shock:

1.) Injured man looks faint, pale, "washed-out". Deep circles may be present under the eyes. Beads of "cold" sweat may be present on the face, neck and hands and arms.

2.) A man in or near shock is often very thirsty.

3.) He may be restless, worried and anxious one minute then drowsy and unresponsive the next.

4.) Breathing may be slow or rapid but is often shallow and slow and punctuated by long, sighing expirations.

5.) The pulse is rapid and weak,- or not obtainable.

Treatment of Shock:

1.) Stop hemorrhage, make sure there is no further bleeding.

2.) Put the injured man at rest.

3.) Relieve pain. (Treatment of burns with ointment, use of morphine,- see below.)

4.) Make the injured man warm - use blankets, but don't "cook" him - let him be the judge of when he is warm enough.

5.) Elevate the feet if possible,- six inches above the head ("shock position").

6.) Give warm drinks - tea, coffee, cocoa - if there is no abdominal injury or unconsciousness.

7.) Give plasma if available.

BURNS

TYPES OF BURNS

Burns are classified as:

1st Degree - reddening of the skin only,- or with superficial blisters.

2nd Degree - through the skin (deep layer)

3rd Degree - through to the muscle or bone.

Without experience it is difficult to tell in a fresh burn how serious or deep a burn may be except where there is obvious charring. For this reason use the same treatment on all burns.

TREATMENT OF BURNS

DON'T 1.) Try to "clean up" a burned surface by picking out bits of clothing or dirt. Remove only loose clothing from around the burned area by cutting it away.

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DO

1.) Apply sulfadiazine ointment generously to burned surface (except eyes)

2.) Apply Butyn and Metaphen ointment to burns of eyes or eyelids (small tube)

3.) Cover with gauze, 1st Aid Dressing. If burned surface is extensive, criss-cross roller gauze bandage (3" x 3") back and forth until thickly covered, then cover and hold in place with clean towel. (See below)

4.) Treat for shock in every extensive burn. Do not be afraid to use the morphine syrette (see below) in extensive, painful burns. It is an important part of the prevention and treatment of shock and it is a godsend to a man in very severe pain. If a man is severely burned and conscious - give the morphine first,- before anything else.

RECOGNITION OF MEDICAL AND SURGICAL EMERGENCIES

(Not due to battle injuries.)

<u>Diarrheal Diseases</u>.

Starting in April, dysentery, (diarrheal disease) characterized by loose, watery bowel movements and crampy abdominal pain, sometimes accompanied by fever, chilly sensations, headache, weakness, blood and pus in the bowel movement becomes a great danger to our troops in this area. The more severe cases require hospitalization. <u>All</u> cases must be reported immediately to the C.O. as well as to the Medical Officer when visiting.

The diarrheal diseases in this area are caused by typhoid, paratyphoid and dysentery bacilli, and also by a parasite called an "amoeba". A person who is infected harbours the germs in the intestinal tract and the bowel movements which are passed out during the attack of diarrhea and for several days or weeks thereafter contain these germs. Flies spread the disease mechanically by flying from the germ-containing feces in the latrine or straddle trench to the food in the kitchen or on the meat cans. Fly control and care of latrines and straddle trenches is, therefore, and important part of the prevention of dysenteric diseases in any group living together.

Diagnosis of dysentery is not difficult. Rapid hospitalization of the severe cases is important. For this reason, in reporting a case of diarrhea obtain the following facts:-

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1.) Number of bowel movements in the last 24 hours or since onset of the diarrhea.

2.) Is there blood or pus (mucus) in the bowel movement?

3.) Is the sick man prostrated ("knocked-out") and weak?

4.) Has there been nausea and vomiting?

5.) What is the temperature and pulse?

Treatment of Diarrheal Diseases:

In any case of diarrhea when abdominal pain is severe or dangerous regardless of whether the temperature is normal or not, call the medical officer before giving any treatment. For all cases of diarrhea with a temperature over 99° do not give any medication,- simply call the medical officer. The following medication may be given under the following circumstances.

In mild cases of diarrhea give Paregoric (camphorated tincture of opium) 1 teaspoon (5cc) every two hours for 3 doses (total - 3 teaspoons). A mild case of diarrhea is one in which there is no fever, no nausea or vomiting, no prostration, and less than 5 bowel movements in 24 hours.

Remember all cases of diarrhea must be reported to the commanding officer immediately by the man himself or by the medical aid man.

MALARIA

General.

Malaria is spread by infected mosquitoes. The use of mosquito bars, mosquito repellents (to be issued) and headnets and gloves from sundown to sunrise on all personnel such as guards, who must be on duty during the night are the most important means of preventing malaria. The taking of Atabrine, taken by mouth, is another aid in preventing personnel from becoming ill. Exact instructions on these matters will be issued separately. Remember that the best way you can help the unit commander in enforcing these regulations is by setting a good example and by explaining why you feel it is necessary.

Signs of Malaria.

Headache, loss of appetite, shaking chills or chilly sensations followed by a sense of fever and profuse sweats are typical of malaria. All forms are not typical. In a mild attack there may be only slight headache and muscle pains with occasional chilly sensa-

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tions and slight elevation of temperature. In another but severe form ("cerebral" type) the sick man may be noticed by others to be "acting funny" or "out of his head" or "queer" and may not complain of anything. In this type the temperature may even be normal, but death may occur in 48 hours. Therefore take the following precautions.

1.) Report immediately to your unit commander all cases of "chills and fever" and be sure he understands that you think it might be malaria.

2.) Take the temperature of every man complaining of headache, muscle pains or aches and report all cases having a temperature over 99°.

REMEMBER. - In this area a man who has vague aches and pains with slight headache has malaria till proved otherwise.

<u>Treatment of Malaria.</u>

Treatment of malaria is the responsibility of the Medical Officer.

ABDOMINAL PAIN

Abdominal pain may be a sign of simple overeating or it may be present in transient diarrhea but may be a sign of ACUTE APPENDICITIS, INTESTINAL OBSTRUCTION, MALARIA, TYPHOID or any of a number of serious illnesses. In all cases of abdominal pain:-

1.) Find out how long it has been present and exactly where it has been located.
   a.) Did it start up high in the abdomen?
   b.) Has it changed position since it started?

2.) Has there been nausea or vomiting?

3.) How many bowel movements have there been in the last twenty-four hours and when was the last bowel movement.

4.) Is there any headache or chills?

5.) What is the temperature and pulse.

Note: Get these facts before communicating with the nearest Medical Officer.

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TAKE THE TEMPERATURE AND
PULSE IN THE FOLLOWING CASES

1.) Headache

2.) Sore throat

3.) Persistent cough

4.) "Chills and fever" - or chilly sensations

5.) Muscle or joint aches and pains

6.) Diarrhea with or without abdominal pain

7.) Abdominal pain

8.) Rash over body or limbs

REPORT TO THE MEDICAL OFFICER ALL CASES
WITH A TEMPERATURE OVER 99°

WATCH FOR THESE SYMPTOMS AND SIGNS
IN THE FOLLOWING GROUPS:

1.) Headache, muscle pains and Rash.

2.) Headache, chills and fever, - or chilly sensations, loss of appetite and hot flushes.

3.) Cough, chest pains, fever.

4.) Diarrhea, nausea and vomiting, weakness, fever.

5.) Jaundice (yellow color to whites of eyes and skin) with or without fever, chill, loss of appetite and weakness.

For example, in someone complaining of headache, ask about muscle pains or aches and look for a rash.

MOVING AND EVACUATING PATIENTS

Moving an injured man as little as possible is a good general principle. If an injured man can be given first aid treatment and made safe, comfortable and warm at the place of his injury do not move him. He will have to be moved when the ambulance comes,- one move is better than two. If it is necessary to move the injured man, do so with the least possible jostling and bumping. Give all first aid treatment possible at the place of the injury. If morphine is indicated,- give it before the injured man is moved.

Evacuation from Radar units will be by ambulance and on request of the unit commander. Need for an ambulance will generally be obvious in the case of an injury. If the medical aid man at a radar station feels that an ill man may need evacuation he should inform the unit commander so that when the call is made for the nearest medical officer he will come by ambulance. He should also make available (jot down on a piece of paper) all information that might help the medical officer such as temperature, pulse, how sick the the man looks, whether he is in shock or not. In this way, you can help the medical officer arrive with necessary and perhaps life-saving equipment,- extra blood plasma, for example, or the proper medicines for treatment of Malaria.

LIST OF ADDITIONAL MEDICATIONS

Aspirin - For simple headache. Give two tablets but if headache persists call the medical officer.

Ammonium Chloride Lozenges - For sore throats without fever. If sore throat persists for 24 hours call the medical officer.

Sulfadiazine Ointment - For use on minor cuts, scrapes, scratches - used with band aid or gauze dressing. Also used for burns (see above). Squeeze the tubes and put strips of ointment on the surface. Spread gently with an applicator till a thin even coating is obtained.

Spirits of Ammonia - Used to relieve the sting and itching of insect bites.

Boric Acid Ointment - May be used on any irritated surface such as chapped lips, sunburned areas (without blisters), chaffed skin or "brush burns."

Butyn and Metaphen Ointment - For Burns of eyelids and eyes (see burns).

MORPHINE SYRETTES - Relief of pain is very important in the prevention and treatment of shock. The following instructions should be followed in using the morphine syrettes.

1.) In severe pain due to an injury, a wound, a fracture or a burn where there has been no unconsciousness or head injury, give morphine intra-muscularly over the back of the upper arm.

2.) Never give morphine in the presence of head injury or when the injured man has been unconscious.

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(Continued)

3.) Never give morphine for abdominal pain which is not due to a penetrating wound. For example, morphine is never used for abdominal pain accompanied by diarrhea, or for abdominal pain with nausea and vomiting.

Method of Administration of Morphine:

1.) Remove the celluloid cover over the needle end by simple twisting. Push the plunger in before withdrawing it in order to make an opening between the tube and the needle. Withdraw the plunger from the needle. The syrette is ready for use.

2.) In inserting the needle under the skin of the arm (or thigh or buttock) hold the syrette at the neck of the tube,- otherwise you will squeeze the morphine out of the tube before it gets through the skin. Push the needle through the skin and into the muscle as far as it will go. Then squeeze the tube flat between the thumb and forefinger and withdraw the needle. Do not try to milk the tube of the last drop. Squeeze hard once and withdraw.

PLEASE NOTE

If this outline does not discuss a problem met while on duty with Radar units any suggestions as to how it can be improved will be welcomed.

Eugene Meyer III

EUGENE MEYER, III
Captain, M.C.,
Squadron Surgeon

1555

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"APPENDIX D"

HEADQUARTERS, 64TH FIGHTER WING
OFFICE OF THE SURGEON
APO 525, U. S. Army

14 October 1943

SUBJECT: Clinical Laboratory Examinations.

TO : Surgeons, All Units, 64th Fighter Wing.

1. A clinical laboratory has been established at the dispensary of Headquarters & Headquarters Squadron, 64th Fighter Wing, APO 525, U. S. Army.

2. The following examinations are available.

a) Blood smears - for malaria or other blood parasites.

b) Urine - Albumen, Sugar, Microscopic.

c) Smears for Gonorrhea and Chancroid.

d) Stool examinations - for parasites or Red Blood Cells.

e) Red and White Blood Cell counts.

f) Sputum examinations for Tuberculosis, Vincent's or Diphtheria.

g) Smears of chronic superficial infections, discharging sinuses, etc.

3. Material may be sent to the laboratory either by special messenger or by the daily courier of the 64th Fighter Wing, in the latter event the report will take twenty-four (24) hours and will be sent out on the next day's courier. Report by telephone will be made if requested. Immediate report on any emergency will be gladly made but advance notice by telephone of such a request will be appreciated. Any relevant clinical facts, such as whether a patient has been taking quinine or atabrine or one of the sulfonamides, will make the examination more exact.

Malaria smears are best examined as thick and thin film together. This is best made by spreading the thick drop at one end of the slide and pulling the thin film from the opposite end towards the thick drop. This permits Giemsa staining of both smears simultaneously. Malaria surveys of groups up to fifty (50) in number can be arranged for if advance notice is given.

In sending in smears of acute urethritis two smears should be sent. One will be used for Methylene Blue, the other for Gram stain. The smears should be separated by small pieces of applicator sticks and secured with a rubber band or thin strips of adhesive tape.

Before use all slides should be thoroughly washed in alcohol and completely dried.

4. All requests for laboratory work should have the patient's name, serial number and organization on the request, should state whether immediate report or report via courrier is desired, and should be signed by the Medical Officer requesting same.

For the SURGEON:

s/ WARREN C. SAWYER
WARREN C. SAWYER
Captain, MC,
Ass't Wing Surgeon

" A TRUE COPY "

Eugene Meyer III

EUGENE MEYER, III
Captain, MC,

Continued - Page 2.

NUMBER	ITEM	UNIT	PRICE	AMOUNT REQUIRED
44580	Tubing, glass, 6 mm.	ft.	.01	6
44640	Tubing, rubber, special, 3/16", inside diameter	ft.	.12	4
44700	Urinometer, Squibb	ea.	.42	1
71780	Towel, Hand	ea.	.26	1
76240	Pencil, Lead	Doz.	.20	1
76290	Pencil, Wax, Blue	ea.	.07	1
76300	Pencil, Wax, Red	ea.	.07	1
77950	Dropper, Medicine	Doz.	.17	1
78555	Matches, safety	Ctn.	.05	1
91110	Potassium Iodide, USP	box.	.50	1
*	Burner, Alcohol	---	---	1

* Improvised from metal tube, ink bottle and gauze wick.

1558

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R E S T R I C T E D

HEADQUARTERS 64th FIGHTER WING
Office of the Surgeon
APO 62, U S Army

31 January 1946

SUBJECT: Medical History of the 64th Fighter Wing.

TO : Surgeon, XII Tactical Air Command, APO 62, U S Army.

1. Pursuant to directions contained in AR 40-1005 and WD letter, AG 319.1 (9-15-42) EGM, 22 Sept 1942, subject: "Annual Reports, Medical Department Activities", the following history of Medical Department activities is submitted for the period of 1st January 1945 through 31st December 1945. This history includes that of the medical departments of both the 64th Fighter Wing and Headquarters & Headquarters Squadron which have been closely associated throughout the period.

a. Activation and Early History.

(1) The 64th Fighter Wing was activated in December 1942 at Mitchel Field, Long Island, New York per Par11, GO #31, First Fighter Command as the 3rd Air Defense Wing. Redesignation as the 64th Fighter Wing occurred 9 August 1943, per VOCG XII Tactical Air Command.

(2) The original T/O & E was as follows:

HEADQUARTERS

One (1) Lt. Colonel MC.
One (1) Major MC.
One (1) 1st Lt. MAC.
One (1) Technical Sgt.
One (1) Staff Sergeant
One (1) Corporal
One (1) Private First Cl.

HEADQUARTERS SQUADRON

One (1) Captain MC.
One (1) Staff Sgt.
Four (4) Corporals
Two (2) Pvt. First Cl.

EQUIPMENT

No.	Item	Qty
99135	Brassard, Geneva Convention	16
97115	Kit, Medical Officer	4
97110	Kit, Non-Commissioned O.	4
97110	Kit, Private	1
97785	Packet, First Aid, Parachute	22
97765	Kit, First Aid Aeronautic	6
97774	Kit, First Aid, Motor Vehicle, 12 unit	4

No.	Item	Qty
97115	Medical Officer	1
97110	Non-Commissioned Officer	5
97120	Private	2
99350	Litter, Wood	4
99090	Blanket	8
97305	Squadron Air Sta.	1

A change in the T/O was made effective as of 9 September 1944 with the following medical department personnel allotted:

R E S T R I C T E D

(Medical History of the 64th Fighter Wing, APO 62, U S Army.)

HEADQUARTERS	HEADQUARTERS SQUADRON
One (1) Lt. Colonel MC. One (1) Technical Sergeant One (1) Staff Sergeant	No medical personnel allotted.

(3) The approximate mean strength of Headquarters & Headquarters Squadron during the year has been 331.

b. Function and Organization

(1) The following officers are assigned as of the end of the calendar year:

Jack L. Doughtie, Lt. Colonel MC., Wing Surgeon
John J. Bahnak, 1st Lt. MAC, Wing Med. Adm. Officer

(2) (a) Headquarters Squadron

Administraive problems have been largely confined to the supervisory function of the Wing as was previously described. No unusual problems have been noted as pretains to administration in this particular organization.

In the proper and efficient administration of medical care to Headquarters Squadron, no difficulties have been noted. The units have always been so located that they are acessible to all personnel desiring medical attention. Preventive medicine measures are constantly praticed and results obtained from these efforts have been encouraging. In addition to military personnel, the Headquarters Squadron Surgeon has been engaged in the examination of German nationals and Displaced Persons. The object of these examinations being to insure that all such personnel employed by the Army are free from communicable diseases.

(b) Headquarters

Organization of the Wing into functional units, as described in the previous report, was completed and the unit is functioning in this manner. Up to and for a period following the dessation of enemy action in this theater, it was able to provide an ample number of medical department personnel in each unit. However, due to redeployment it was impossible to maintain the desired personnel level. It was only by constantly shifting of assigned personnel and utilization of non-medical department personnel in administrative positions, that adequate medical care and proper administration could be maintained.

The plan for issuing the weekly "station assignment list" to each Surgeon was dis-continued in the early summer as was the informal report of weekly sanitary inspections.

(Medical History of the 64th Fighter Wing, APO 62, U S Army.)

The reports submitted by units of this Wing are as follows;

(1) Monthly Sanitary Report-721.5
(2) Statistical Report-86c
(3) Sick and Wounded Report-8-23
(4) Monthly Venereal Disease Report
(5) Statistical Health Report
(6) Care of Flyer Report - 100

In addition to these required reports there have been constant informal discussions and reports, and through these combined means the Surgeon insures that he has at all times a comprehensive picture if the medical, administrative, and redeployment measures being exercised within the command and the resultant effects of these measures upon each individual unit.

Consolidation of the reports from units of the command is the responsibility of the Wing Surgeon's Office and it has been possible to discharge this responsibility in a satisfactory manner. By the utilization of the telephone in preference to the present courier service it has been possible in nearly every instance ot submit the reports at the "due date". It has been noted that waiting either for the telegraph or courier unduly delays consolidation, and results in an uneven flow of reports thru this office. By the use of the telephone it has been possible to avoid a back log of late reports from accumulating, as is often the case.

(c) Redeployment

The constant throes of redeployment have presented many varied and difficult problems and no satisfactory singular solution can be applied to the all over situation. As was previously stated some obstacles have been removed with the use of non-medical department personnel in administrative positions. In addition when ever possible German nationals are employed for manual and work of drudgery. In some instances where medical attention of dis-placed persons presents a problem it has been possible to use a member of their group to perform minor medical service.

It is, and always has been, the constant aim of the Surgeon to provide adequate medical attention for all units, and yet, constant shifting of Medical Officers reputes this aim. Therefore transfers are kept to a minimum, and when a shift is necessary descretion is used to insure that the officer being transferred will remain at his new station long enough to warrant his movement.

At this time the all over picture of the redeployment situation as it pretains to the Medical Department is far from satisfactory. Replacements in both officers and EM are woefully lacking and if efficiency

is to be maintained in the desired manner, personnel to fill the vacancies created by redeployment must be reduced in the immediate future.

(d) Training of Personnel, Equipment, Literature and Training Aids.

(1) In spite of the fact that no mandatory training program was conducted throughout the past year, it has been noted that the majority of unit Surgeons were constantly engaged in the futhering of the education of their assigned personnel and other members of the command. This was accomplished by the use of on the job training aids that the Surgeon was able to procure.

Because of redeployment unit Surgeons were, in many cases, forced to use non-medical department personnel and as a result they conducted appropriate classes to instruct these peoples in medical aid.

In many units the Surgeon was called upon to take an active part in the Information and Education program and regularly scheduled classes were conducted in such subjects as psychology, anatomy, etc. The attendence at these classes exhibited explicit provs of the value of such courses.

(2) There have been no noticable changes in the equipment employed by the units of this command.

(3) Because of the various problems that arose after the cessation of hostilities it was felt that the need for explicit instructions as to the correct administrative methods currently desired be made available to medical personnel of the command. Therefore frequent administrative memorandums were distributed and the recent redeployment situation has proven the value of these instructions. By using these memorandums it has been possible for medical personnel unfamiliar with field records to correctly complete the necessary reports with a minimum of errors.

By frequently checking with the command distribution the Surgeon is able to ascertain whether material pretaining to the medical department personnel is being distributed to all units of the command.

Training aids of many types have been put to use throughout the past year, the greatest emphasis having been stressed on the subject of Venereal Disease control. This was accomplished through the dissemination of literature and visual training aids. The Surgeon constantly assures that the units are aware of the material available for their use. This is done by frequently publishing the source of supply for these training aids. It is indeed doubtful if any greater benefit could be attained in Venereal Disease control by the more liberal use of

visual aids, as VD posters are so placed that the soldier is constantly reminded of the resultant effects of these diseases.

(e) Housing, Water Supply, Bathing Facilities, Laundry.

(1) The problem of housing has not been difficult to solve from a medical requirement as there has always been, throughout the past year, ample comfortable space for all personnel. For the most part the command has inhabited permanent type dwellings and therefore has not been subjected to rigorous unclimatic weather for a prolonged period of time.

(2) The water supply has been adequate and easily accessible at all times. A constant check is maintained at all times by the Squadron Surgeon to insure that the water consumed by this unit is potable. During the past year water has been obtained, for the most part, from the municipal supply. Even in combat this unit was so located that no trouble was experienced in obtaining water.

(3) Easy accessibility of water has also insured adequate bathing facilities. The benefits of these opportunities for frequent cleanliness is noted in the comparatively negligble number of cases of skin diseases that arise from uncleanliness.

(4) Excellent laundry facilities have been available at all times throughout the past year. In addition many members of the command have made use of civilian establishments.

(f) Food and Messing, Sewage and Waste Disposal, Insect Control.

(1) Because of the excellent housing facilities there has been practically no problem concerning messes from a medical view point as each of the buildings used for messing had been built for that purpose. Consequently it has been able to serve a higher quality of food than if it were necessary to constantly improvise. The mess halls being used at present are excellent and it has been possible to procure table linens and dishes which assists in the presenting of appetizing meals.

The food has been adequate and of approved standard throughout the past year and it has been possible to vary the diet considerably by the purchases of local farm products. It is thought that more frequent use of baked desserts, cakes, etc., would tend to improve the army menu.

(2) Sewage and waste disposal was accomplished by the use of the municipal sewage systems of the various towns that the command has inhabited during the past year. Consequently no major problems arose concerning this matter. Inspections are made frequently to insure the adequacy of the system being used.

(3) Throughout the past year there has been no problem concerning insect control. Instructions in the use and distribution of DDT powder has been accomplished at intervals during the year.

(g) Operational Problems and Solutions.

(1) The command changed locations frequently during the past year because of military necessity. However the geographical locations did not greatly affect the health of the command and the major problems of preventive medicine remained the same, i.e. concerned with prevention or respiratory infections.

Early in the year the Wing Headquarters moved to Nancy , France and then on the 1st of April the unit moved to Edenkoben, Germany remaining there until the 29 of April. At that date Wing Headquarters moved to Schwabisch Hall, Germany where it resumed operations. After the end of hostilities, the Wing Headquarters moved to Darmstadt, Germany in late June. On the 1st December the unit left the air field at Darmstadt for Bad Kissingen, Germany where it is at present located.

(2) Flying personnel assigned to the Wing are engaged in staff administrative work and are not regularly flying combat missions. Consequently the specific problems of anoxia, frost bite, eye, ear, nose and throat and others of Aviation Medicine and Flying Safety are not frequently met.

Similarly, although the organization operates in close cooperation with the combat ground forces, battle casualties have been comparatively few, two men only having been injured by enemy shell fire at a Forward Sector Operations Unit during the tour of combat of the past year.

On 2 January 1945, an ammunition dump located about one-half mile from the Wing and Control Center #2 bivouac area in Nancy, France exploded with concussion which shattered nearly every window in the village. Sixty-eight army personnel and 250 or 300 civilians received injuries, mostly minor in nature. All medical personnel were hard pressed, working in damaged dispensaries to handle the casualties.However in approximately one and one half hours all injured had received treatment. There were no serious complications or sequelae in any army personnel.

Two civilians received severe lacerations and were evacuated after first aid treatment to a civilian hospital. Both received disfiguring scars but no other permenant disability. Investigation failed to reveal the cause of the explosion.

(h) Preventive Medicine Measures

(1) Preventive medicine measures as prescribed by medical department publications have been practiced and frequent inspections of subordinate units assure that these policies are being adhered to.

In the early part of last year, during the month of February, the Wing particapted in a program of Sulfadiazine prophylaxis against respiratory diseases. It was noted that the admission rates for these diseases remained well within reasonable limits.

During the months of November and December all personnel in the command were immunized for influenza. While the results of this program can not as yet be determined it has been noted that only a few isolated cases have been reported.

(i) Conservation of Material and Manpower

(1) Because of the nature of the duties of this unit, conservation of material does not present a problem.

(2) As previously mentioned the duties of the Wing Surgeons Office are numerous and for this office to function in the manner prescribed by higher authority it is recommended that the personnel allotment as authorized in the T/O & E dated 9 September 1944 be appreciable increased. Under the present allotment the Surgeons Office is authorized a total personnel strength of three, one officer and two enlisted men.

At the present time reports are being consolidated for five Fighter Groups, five Service teams and two Liaison Squadrons, making a total of twelve. These units are in varying locations throughout Germany, making inspections and liaison with them difficult. With the loss of personnel because of the new T/O it will be virtually impossible to efficiently discharge the duties that this office is responsible for.

It is recommended that the T/O now authorized for this office be increased so as to allow an Assistant Surgeon and a MAC. It is thought that the present allotment of enlisted personnel is sufficient. It is to be remembered that although this increase in officer personnel would, on paper, seem large, it would in reality be the only means of fullfilling the policies of higher headquarters.

At the present it is not possible to conduct inspections trips and the interpetation and administration of this office is handicaped because of insufficiant personnel.

(j) Dental Service

(1) The two dental officers of the Signal Air Warning Battalions remained in their assignments to duty with the Control Centers and with their mobile vans were able to reder excellent service to small units in the field and to the Control Center Headquarters personnel until the Wing moved in April.

Headquarters and Headquarters Squadron as well as other headquarters organizations located in Nancy, France had great difficulty obtaining dental service. Even though there were five general hospitals, a general dispensary and a station hospital in the city, it was sometimes impossible to secure dental appointments for routine work and sometimes even for emergency work.

A Dental Officer was assigned to the Wing Headquarters and joined the unit during the month of April. He remained with the organization until the month of November, at that time being redeployed to the zone of interior.

At present dental service is obtained from the facilities available at the field hospital located close by. As no Dental Officer is authorized under the new T/O & E which this headquarters is now operating under, dental service will have to be obtained from another unit which has a dental Officer.

(2) Redeployments brought about a rapid turnover of Dental Officers in the latter part of 1945 which resulted in one of our groups not having a Dental Officer.

(k) Venereal Disease Control

(1) With the move from field conditions into more or less garrison life, it was anticipated that increase in the incidence of venereal disease was a distinct possibility. Consequently, a very intensive program of venereal disease control was instituted in all units of the Wing.

The measures employed in the control of venereal diseases necessity those easily available to the command during combat. At the end of hostilities it was then possible to secure other useful aids and to devote more time to the subject. In spite of these extensive measures the effectiveness of the program did not give the expected results. This is shown by the continual gradual increase in the incidence rate of venereal disease.

It is thought that greater effort should be expended upon the task of apprehending and inspecting women thought to be carriers of Venereal diseases. In this respect the German law pretaining to the self-retention of a pprson affected with VD has been of some assistance. In addition cooperation of the German police force has been very good. It has been the policy of this command to supply the local German police with a copy of the ETO Medical Form 302, "Venereal Disease Contact History". Retention of these suspects and treatment in German hospitals has been of valuable aid in the past year.

Because of redeployment and the results of the period following the collaspes of the German military regime, the establishment of strict venereal control measures with both army and civilian personnel has been a partivularly difficult problem. It is believed that only through a program that reaches both soldiers and civilians will an appreciable decrease in venereal disease be effected.

(l) Welfare, Social Service and Recreation

(1) A varied and continual program of recreation is offerred by the Special Service Department. This includes movies, horse back riding, ski lodge, and many other equal excellent facilities.

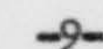
In addition the Red Cross operates two clubs at this station and affords the command opportunities for relaxation through their services. There are also two libraries located here and operated by the army. These facilities and the many others available have contributed greatly to the morale of the command.

(m) Treatment of Battle Casualties and Evacuation

(1) There were only two battle casualties during the past year as noted above. Evacuation of personnel requiring hospitalization has been no problems at any time. Hospital facilities have always been adequate and located within reasonable distances.

(2) Evacuation of patients has not presented a problem to this organization. Personnel treated at the dispensary and in need of additional treatment are evacuated to the nearest highter medical installation. Location of these units has always in the immediate vicinity of this headquarters.

(3) Because of redeployment it was impossible to keep a medical officer at the Headquarters Squadron dispensary at all times throughout the latter part of last year. Two medical enlisted men were assigned to this unit and treated those men with minor ailments. The 221st Medical Aviation Dispensary has been treating the personnel who required such future therapy. As a result of this headquarters squadron was attached to this dispensary for administration also.



Therefore the figures given below are for a period less than a year and yet to give the rate per thousand per annum these rates were figured on a per annum basis.

(n) Statistical Material

HEADQUARTERS SQUADRON, 64th FIGHTER WING

(1) Admission rates per 1000 per annum:

(a) All causes _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ 120.3
(b) All Diseases _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ 99.2
(c) Injuries _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ 21.1
(d) Battle Casualties _ _ _ _ _ _ _ _ _ _ _ _ _ 0.0
(e) Intestional Diseases _ _ _ _ _ _ _ _ _ _ _ 6.1
(f) Venereal Diseases _ _ _ _ _ _ _ _ _ _ _ _ _ 3.9
(g) Neuropsychiatric Disease _ _ _ _ _ _ _ _ _ 0.0
(h) Common Respiratory Diseases _ _ _ _ _ _ _ 48.4
(i) Malaria _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ 0.0
(j) Jaundice _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ 4.4

JACK L. DOUGHTIE
Lt. Col, MC.,
Wing Surgeon.

THIS PAGE IS DECLASSIFIED IAW EO 13526

Basic: Ltr, Office of the Surgeon, Lechfeld Air Base, APO 178, US Army, dtd 21 January 1947, Subj: Annual Report of Medical Dept Activities.

1st Ind. [illegible]

HEADQUARTERS, 64?? [illegible] WING, APO 62, US ARMY, Bad Kissingen, Germany.

TO: Commanding General, XII Tactical Air Command, APO 62, US Army. (Attn: Command Surgeon)

Forwarded herewith in compliance with AR 40-1005 is the Report of Medical Department Activities at Lechfeld Air Base for the Calendar year 1946.

FOR THE COMMANDING OFFICER:

TEL: Bad Kissingen Military 221[illegible]

R-E-S-T-R-I-C-T-E-D

ETMCH-17
WD REGISTRY NO.84
M-B-1

OFFICE OF THE SURGEON
Lechfeld Air Base
APO 178 US ARMY

APO 178, US ARMY
Lechfeld Germany
21 January 1947

SUBJECT: Annual Report, Medical Department Activities, Lechfeld Air Base, APO 178, US ARMY.

TO : The Surgeon General, Washington, 25, D.C.

THRU : Channels.

1. In compliance with AR 40-1005 and WD Ltr AG 319,1 (9-15-42) EGM, 22 Sept 42, the following report is hereby submitted:

A. The Command Unit, 305th Bomb Group (H), consisting of 4 Bomb Squadrons moved from St.Trond AB o/a 12 Dec 1945 to Lechfeld Air Base and the immense task of reconstructing the Base was instigated.

B. The Casey Jones Project was the principle duty occupying base personnel during the 305th's stay at Lechfeld, and the Medical Detachment shaped its policies and methods of operation to conform with those of the Command. A detachment from 365th Bomb Squadron was moved to Tripoli,Africa, for duties and a section of the Medical Detachment was installed to care for the sick and wounded. It consisted of one sergeant and two other EM. Later a War Department civilian employee from ATC was placed in the Dispensary there on release of the Bomb Group, the ATC assumed control of this section.

(1) Lechfeld's Dispensary was set up in a hospital building which had been occupied by the German Luftwaffe. Although badly damaged, it was one of the best buildings on the base.

(2) Reconstruction of the building was a recurring task which was carried on during the Winter and Spring months. The sewerage and heating elements were restored, a wing was added and the building was completely rebuilt. By late Spring the Medical Detachment was completely functional.

(3) In October 1946 parts of the base were reorganized on a community basis. Although the medical section had approval and authority to operate as a Community Dispensary, no facilities were made available to operate this unit so none was ever inaugurated.

C. The problem of closing out an installation was never encountered by this Base although the 305th Bomb Group (H) was inactivated 16 Dec. 1946, by USAFE General Order No.228. Property was signed over to 2010th LSC (AVN) and no change of station ever occurred.

Ltr: Office of the Surgeon, Lechfeld AB, APO 178, US ARMY, dtd 21 Jan 47.
Subject: Annual Report, Medical Department Activities, Lechfeld AB, APO 178
To : The Surgeon General, Washington, 25, D.C.
Thru : Channels.

(1) Disposition of supplies and equipment:

(a) On inactivation of the 305th Bomb Group (H) the 2010th Labor Supervision Company was installed on the Base and assumed all accountability of the Bomb Group's property. The coming of the 86th Fighter Group resulted in no change in the holding of the deactivated group inasmuch as the 2010th Labor Supervision Company continued to act as a Base unit.

(2) Redeployment:

(a) Redeployment was a continuing problem which kept the medical section in a turmoil during 1946. Eight different MC's, three MAC's and five DC's were on duty during the course of the year. Enlisted personnel turned over twice in 1946. Operation of the dispensary was one of continual on-the-job training so that coverage in any eventuality could be effected in all departments.

D. Inasmuch as a large number of German Nationals have always been employed on the Base, the problems of treatment was (and is) a continuing one. Dispensary hours were set up during the afternoon at which time all civilian employees could utilize dispensary services. German nurses cared for these individuals. A varying percentage of medicants was allocated for this purpose, varying from month to month in accordance with the amount of disease and injury incurred during the proceeding month. A medical officer checked all serious cases, and Medical Department ambulances were utilized in emergencies to transport seriously injured and diseased employees to a civilian hospital in Schwabmunchen.

(1) A continuing immunization program was maintained at the Dispensary on all civilian employees (~~see Inclosure # 1~~). Coordination was made with the Base Labor Office which notified the Dispensary of the hiring and firing of employees. Friday afternoon was utilized for the immunization of these individuals.

(2) Monthly physical checks were made of all food handlers. Blood serologies were done at the discretion of the Base Surgeon, each person in the foregoing category having a minimum of six serologies during the 1946 calendar year.

E. No unusual problems arose as a result of treating military personnel. Sick call hours were from 0830 - 1030 during the first two-thirds of the year, duty hours having been designated as from 0830 - 1700. With the coming of the 86th Fighter Group duty hours were scheduled from 0800 - 1700 hours.

(1) Civilian Dependents created the first major problem of the Dispensary. During the late Summer and early Fall periods, no trouble arose, but as more and more dependents arrived the problems of their care and treatment increased.

(2) Dependents were quartered in 6 different localities: Bobingen, Schwabstadel, Klosterlechfeld, Schwabmunchen, Untermeitingen and on the Base. By the end of 1946 there were 228 families consisting of 586 individuals. This large number of persons coupled with the fact that there were 1500 - 2500 military personnel, and 1000 German employees, tended to work an extreme hardship on the two Medical Officers allocated to the Community.

(3) Facilities were inadequate for the transportation of dependents to Dispensary and space was lacking for their treatment. All dependents were brought to the Base Dispensary for care, no Community Dispensary having been inaugurated.

(a) Transportation was inadequate. Bus service was run by the Base for commissary shoppers, but none for dependents wishing to go on sick call. The medical section attempted to utilize ambulances for routine runs between the various communities, but because of the increasing number of dependents who took advantage of this, it was necessary to conserve and run the ambulances to the communities only on true emergencies.

(b) Sick call for dependents was held daily from 1300 to 1500 hours, Monday through Friday, and from 1100 to 1200 hours on Saturdays. Emergency calls were answered if and when they occured.

F. On the job training was the only type employed in the Dispensary. Because of the shortage of personnel it was impossible to hold classes of any type. By the end of the calendar year there were 17 EM on duty at the Dispensary, which number was reduced to 14 by the end of the first week in January 1947. The following number of EM were employed in duties as indicated:

(1)	Administration	Two (2)
(2)	Supply	Two (2)
(3)	Mess	Two (2)
(4)	Runner, Mail Clerk, Admin.Driver	One (1)
(5)	Sick Call	Two (2)
(6)	Driver	Four (4)
(7)	Laboratory	One (1)

G. Supplies proved no difficulty, although the depot for the Base was several months in organizing a Back-Order routine. Theater approval of several direct requisitions to the Furth Medical Depot enabled the section

to install an adequately stocked supply of expendable and non-expendable medical items. It also resulted in the transition of the dental section from a chest No 4 unit to a three-chair, modern clinic, complete with a small dental laboratory. The latter was just being installed at the close of the calendar year.

H. A continuing effort was made by the Base Surgeon to discover more improved methods of treating the sick and wounded. Examining Rooms were built to insure the maximum of privacy during examinations. The dental clinic was enlarged, a laboratory was installed, and the supply section was moved from the basement to the 1st floor, thus assuring more protective service to personnel working there, as well as safeguarding the property and making it more accessible to duty personnel.

I. It was necessary to conserve manpower due to redeployment and apparent scarcity of MD personnel. In order to assure maximum coverage of the Dispensary, personnel were trained, on the job, in various duties for insurance against the section ever being caught "short-handed". Personnel assigned to MD duties dropped from a high of 28 in August 1946 to a low of 14 shortly after the close of the year.

(1) German Civilians were employed to cover shortage of military personnel. A Stenographer, assumed duties in Administration Office in October 1946, and a laboratory technician was hired shortly thereafter. German nurses tended patients in the Quarters ward, alternating this with sick call duties.

J. Housing was more satisfactory for MD EM than for other base personnel. The third floor of the Dispensary was converted into a barracks, thus assuring the presence of MD personnel in case of any emergency.

(1) Laundry and bathing problems were not encountered. A German employee washed all hospital personnel linen plus those of patients. Another employee ironed. Large items such as towels, sheets and pillowcases were sent through QM Laundry, APO 178, Augsburg, Germany.

(2) Plans were formulated early in the year for the construction of a hospital Ward Wing which could later be converted into a dependents section, but due to the shortage of material this section was never erected.

(a) Small construction jobs around the Dispensary were completed by Base Utilities. This included installation of dental clinic with separate stalls, building of an administrative office, and an examining room.

K. Because of the distances involved between the Dispensary and mess halls and the inability of the messes to prepare properly dieted meals for the patients, a mess was installed in the building. In the beginning only German cooks were employed. They were not competently managed. In August, a mess sergeant was attached to the medical section, together with a military cook and the mess began functioning properly. It fed patients and personnel on duty with the Dispensary.

(1) Permission for inauguration of this Mess was granted by the Base Commanding Officer, and further details of subsistence were made with the Base QM.

(2) Sewage and water disposal has been satisfactory from early 1946. Damage to these installations had been almost negligible.

(3) Insect control, mainly mosquito, was never satisfactorily handled and remained a threat to the health of the Command up to the advent of cold weather. Numerous surveys were made by the Medical Department and recommendations were submitted on insect control, but no control teams were ever appointed.

(a) The rubble-littered Base with weeds, destroyed buildings, and numerous water-filled bomb-craters makes it imperative that some concerted effort be made to control and eradicate this problem before or during the Spring months.

L. Venereal disease control was one of the major "musts" of the Base during the year. Besides the usual monthly lectures and bulletin boards, every effort was made to impress on the Command the seriousness of VD. VD control teams were appointed, a detention ward was inaugurated, and known contacts were picked up and placed in German civilian hospitals for treatment. However, redeployment of troops, the misrepresentation of the powers of penicillin, and the apparent lack of concern of many individuals, did much to harm the over-all VD program. Cases were highest during the summer months, declining with the temperature.

(1) It was felt by this medical section, that the only way to successfully combat VD was to tackle the source, also, discharging each individual who contracted the disease more than once. These recommendations were submitted in a VD control program.

M. Evacuation of sick and injured was never a problem. Transportation was made by ambulance to the 115th Station Hospital, Augsburg, or the 98th General Hospital, Munich. These runs were both direct.

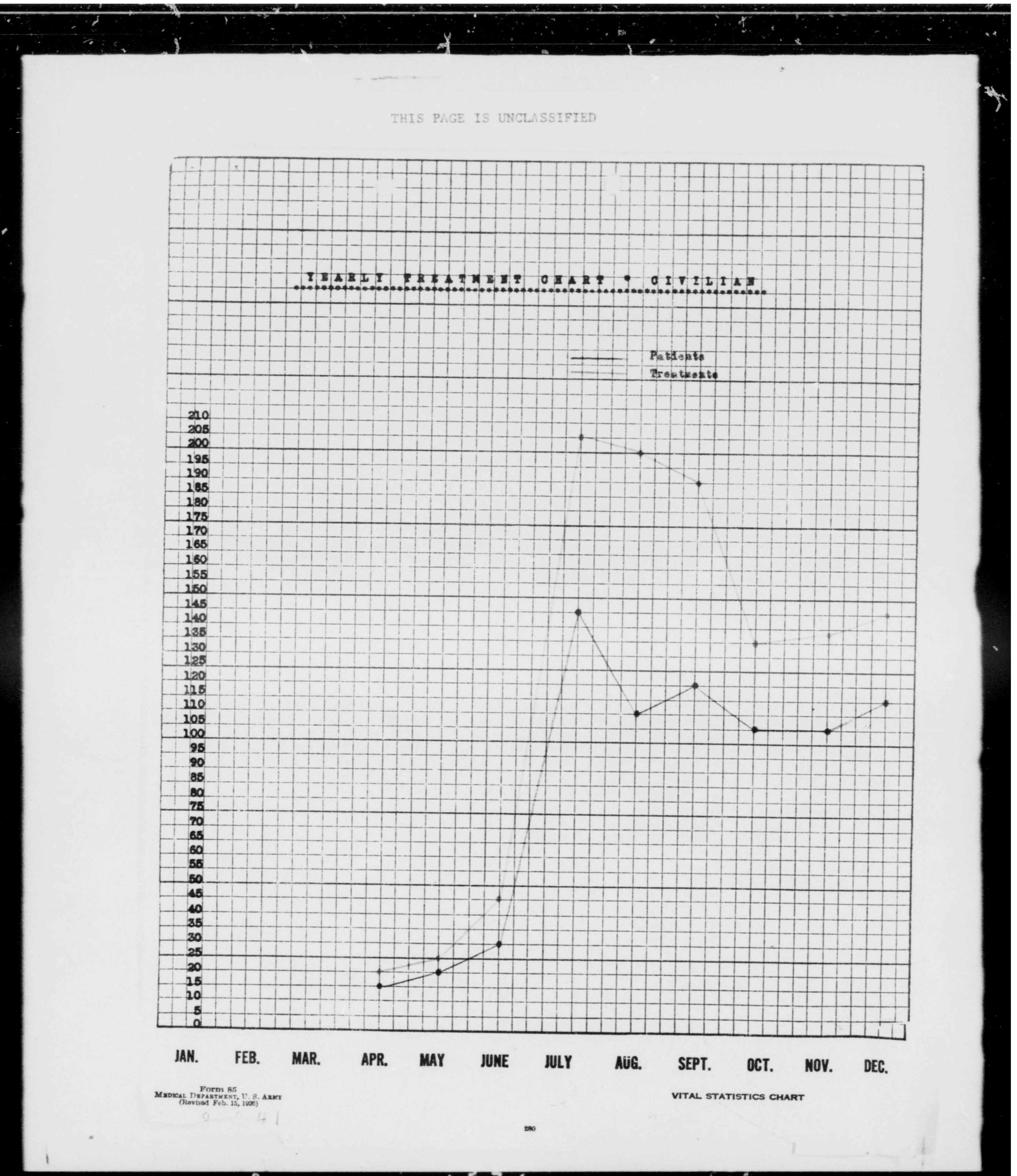
Ltr: Office of the Surgeon, Lechfeld AB, APO 178, US ARMY, dtd 21 Jan 47.
Subject: Annual report, Medical Department Activities, Lechfeld AB, APO 178.
To : The Surgeon General, Washington, 25, D.C.
Thru : Channels.

N. EM in the Dispensary were attached to Squadrons for administration, utilizing the Base Service Clubs, theater, snack bar, and library for entertainment. On several occasions, Christmas, New Year's, and with the redeployment of personnel to the states, permission was granted for the holding of farewell parties on the third floor (EM qrs section) of the Dispensary.

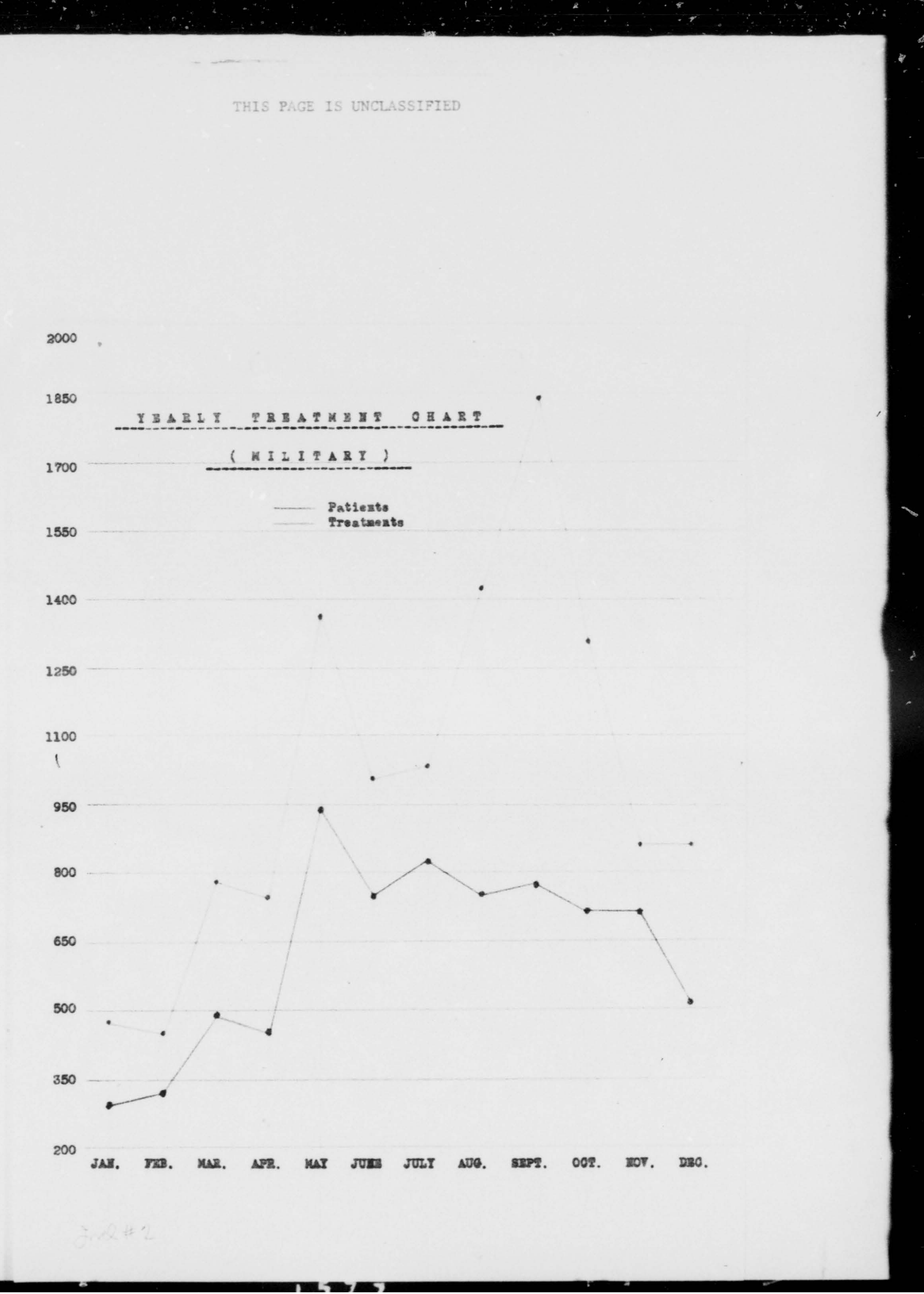
FOR THE BASE SURGEON:

JOHN W. SMITH
1st Lt MAC
Adjutant

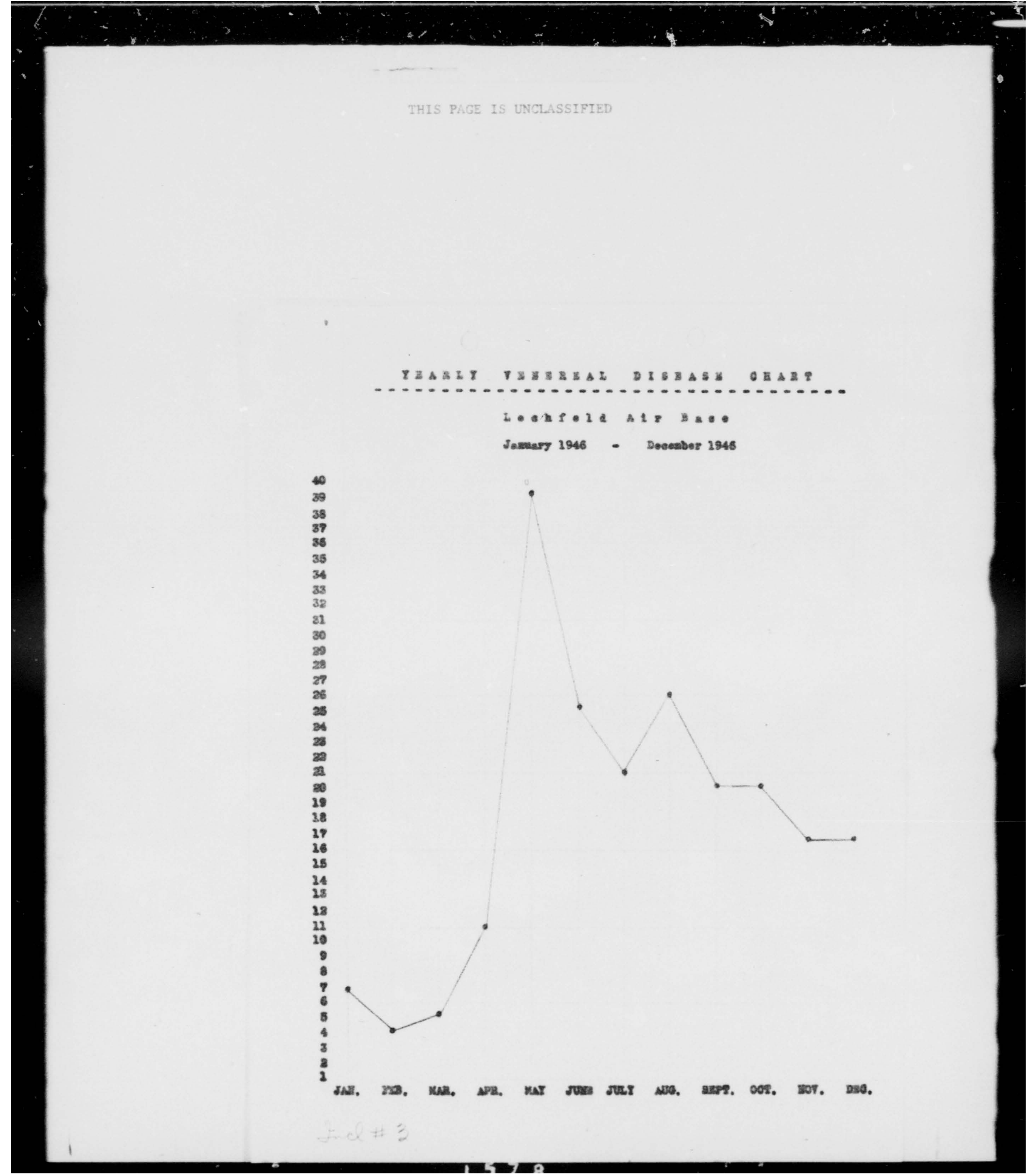
Incls: 4
1 Yearly Treatment Chart - Civilian
2 Yearly Treatment Chart - Military
3 Monthly Venereal Disease Chart
4 Pictures taken in Dispensary (5)



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HEADQUARTERS
64TH FIGHTER WING
APO 62 US ARMY

M-F-4

Bad Kissingen, Germany
28 February 1947

WING MEDICAL HISTORY
February 1947

1. The February VD rate for the 64th Fighter Wing was 201.37 cases per thousand per annum. This rate is more than five times the acceptable rate.

2. Of all VD case histories received at this headquarters for the month of February 1947 not one contained the information that an official prophylaxis station had been utilized by personnel contracting a venereal disease. It seems that apparently personnel are not being instructed in the obvious advantages that the station "pro" has over the pocket "pro-kit".

3. Two changes were noted in the professional branch of the Wing Med. Dept. during the month of February 1947. 1st Lt. JOHN M. MORGAN was put on flying status as an AME per PO #2, Hq USAFE, dtd 28 Jan 47 and Capt. Gordon F. GLAIR was promoted to Capt. per SO #42, HQ USAFE, dtd 21 Feb 47.

4. One death was reported through medical channels during the month of February 1947. Pertinent information is listed below.

NAME: Wong, Christopher K. Pfc RA 30 123 122 728th AMS, 486 AMG
DIAGNOSIS: Gun shot wound, left chest
DATE OF DEATH: 3 February 1947
TIME OF DEATH: 0600 hours
PLACE OF DEATH: Lechfeld Air Base, Bldg 68

PERSE E. FAUCETTE
2nd Lt., MAC
Wing Med Adm Officer

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HEADQUARTERS
64TH FIGHTER WING
APO 62 US ARMY

M-F-4

Bad Kissingen, Germany

WING MEDICAL HISTORY
January 1947

1. The January VD rate for the 64th Fighter Wing was 124.2 cases per thousand per annum. This rate was due in part to the five week reporting period and to the laxness so obviously prevalent during the holiday season.

2. A survey of the USFET MD Form 302 (Individual Report of Venereal Disease) reveals a lack of precaution and self-interest on the part of personnel contracting a Venereal Disease. Of all VD cases diagnosed on which an individual report was submitted, only one person made use of an official prophylactic station, twelve persons used no "pro" at all, seventeen used either a condom or a prokit, and only eight used the prescribed combination of condom and prokit. The only conclusion one can draw from the above information is that there is generally an apathetic attitude to the complete prophylactic set-up made available by the army.

3. During January there were four changes in the professional branch and one in the administrative branch of the Wing Medical Department. Major E. Cotter Murray, MC, and 1st Lt. Leonard B. Bernstein, DC, were transferred to Bremerhaven for redeployment to the Zone of Interior. 1st Lt. Percy C. Rodwell Jr., DC, was transferred to Fritzlar Air Base and Lt. (jg) Hamel Zlatkind, DC, was transferred to Hq 70th Fighter Wing. Captain John A. Travis, MAC, was transferred to Hq European Air Materiel Command.

4. There were two deaths reported in the Wing during January. Information relating to both deaths is listed below.

BLACK, Robert M. 0-835431 1st Lt AC 2010 Labor Supv Co

Death due to A/C accident approximately 1623 hours, 31 Dec 46, one mile south of Augsburg, Germany.

QUIGLEY, William P. 39 107 227 Pfc AC 728th Air Materiel Sq

Probable cause of death - alcoholism, acute, approximately 2300 hours, 2 Jan 47, Lechfeld Air Base Dispensary.

REESE E. FAUCETTE
2nd Lt., MAC
Wing Med Adm Officer

HEADQUARTERS
64TH FIGHTER WING
APO 62 US ARMY

BAD KISSINGEN, GER
1 Jan 1947

WING MEDICAL HISTORY
December, 1946

1. The venereal disease rate rose to 102.7 cases per thousand per annum for the month of December, after reaching a low of 60.2 in November. A comparable rise was noted during December 1945. The rise in VD during the month of December may be attributed directly to the increased incidence of furlough and leave time coupled with the normally generous consumption of alcoholic beverages with its accompanying inhibition-freeing tendencies. Lechfeld AAB had a very high incidence of 149 cases per thousand per annum. It is interesting to note that most of these men were those transferred from Nordholz AAB during November and December. At Nordholz the rate had hovered at between 70 and 80 cases throughout the summer and autumn.

2. A statistical anlysis of the Form 302,A, (Individual Report of Venereal Disease) received at this headquarters during the last six months of 1946 had the following facts to disclose:

a. One third of all persons catching VD do so while on leave or furlough.

b. One third of all persons catching VD do so in towns not adjacent to the base, even though they are not on furlough.

c. Only one man in 14 catching VD even claims to have taken a Station Prophylactic.

d. Five out of Six Venereal Disease contacts are outright pickups.

3. There were no deaths during December.

4. A letter of instructions to all station commanders in the preparation of the indorsement of the Monthly Sanitary Report was sent December 23. A similar letter in August was very effective.

5. There were no major changes in Medical Department Personnel.

REESE E. FAUCETTE
2nd Lt. MAC 02002440
Wing Med Adm O

5. AR 40-210, Par 8 through 12, directs that routine and special immunization of all persons under military jurisdiction be performed under the direction of the Commanding Officer upon the recommendation of the Surgeon. USFET Circular 141, 14 October 1945, makes application of that regulation to the US Army forces in the European Theater. Circular Letter 38, Officer of the Theater Chief Surgeon, Section IX, Par 16, 1 August 1946, directs that immunizations will be completed for both civilian dependents and houshold employees against smallpox, typhoid -paratyphoid, typhus, and diptheria. USFET Letter AG 720 GAP-AGP, 12 Nov 1946, further emphasises the importance of immunization and examination procedures to eradicate all communicable diseases from among houshold employees.

6. The regulations and puplications enumerated in paragraphs 3, 4, and 5 above will be fully complied with in the operation of the Community Type Dispensary. To allow the standards of Medical Care for Army personnel a/o dependents to fall below that which is commensurate with the maintenance of the highest standards of health will be considered a failure in the exercise of command.

7. The contens of this communication will be called to the attention of all concerned.

HENRY W. DORR
Colonel, AC
Commanding Officer
64th Fighter Wing

TEL: Bad Kissingen Military 2206

1582

HEADQUARTERS
NORDHOLZ AIR BASE
OFFICE OF THE SURGEON

ETMCH-17
MD Registry No.84

R E S T R I C T E D

APO 69, U.S. Army,
14 January 1947.

ANNUAL REPORT MEDICAL DEPARTMENT ACTIVITIES

This dispensary was designated a Community Type dispensary in June 1946, with an authorization for ten beds. Beds were first installed for patients in May 1946. Previous to May 1946 all patients were evacuated to the 121st General Hospital. At this time the dispensary was providing medical service for the 406th Fighter Group and the 486th Air Service Group. In June 1946 the dispensary was assigned a separate building given over solely to Medical Department activities. Previous to this time it had been housed in one end of a barracks since its activation on the base. A Community Dispensary type Medical Supply was organized, supplies were drawn from the 30th Medical Depot and the 121st General Hospital. An X-Ray, portable, was obtained and developing equipment and vats constructed. Modern dental equipment was obtained and installed sufficient to accommodate two Dental Officers. An excellent "64" room was made for use of the Flight Surgeon. A small but well equipped laboratory was set up for routine urine analysis and urethral smears.

An excellent surgical operating room was set up with complete equipment for minor surgical procedures. Autoclaves were obtained so that good steril technique could be followed in all procedures.

In October 1946 the only Flight Surgeon on the base was redeployed to the Zone of Interior for discharge. The Flight Surgeon was replaced by two Medical Officers whose MOS was 3100. No Flight Surgeon was sent because of the imminent movement of all flying personnel to Lechfeld Army Air Base.

In November 1946 most of the enlisted Medical Technicians were redeployed to the Zone of Interior for discharge. They were replaced with basic soldiers; some of whom were sent to the basic Medical Department Training School at Lesum, Germany. The others were instructed by the Medical Officers at the Dispensary sufficiently to do the job required of them.

In the latter part of November 1946 the first squadrons left the Base for Lechfeld, Germany. Since that time at varying intervals different units have departed until at the end of the year 1946 the only unit on the base was the 2024 Labor Supervision Company (Avn) which contained detached elements of the 904th Air Engineering Squadron and the 728th Air Materiel Squadron whose mission was to salvage and rebuild the few planes remaining on the base. During the change of station the personnel of the Dispensary have remained intact except that one Medical Officer, one Medical Administrative Officer, and two enlisted men were transferred to Lechfeld.

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No supplies or equipment have been moved from the Dispensary, except a physicians bag and its relative contents which were carried by the departing Medical Officer on a troop train.

The Veneral Disease rate on the base has been moderately high in spite of persistent effort on the part the Medical Officer, the VD Control Officer, the Base Commanding Officer and all others directly concerned. The incidence of scabies on the base has been relatively high.

Due to redeployment and permanent changes of station the military and civilian personnel strength of this base has been in constant state of fluctuation.

Medical Department personnel have been given on the job training with the equipment used in jobs assigned them.

Equipment and supplies have on the whole been readily obtainable. The main problem has been in keeping ambulances in running condition. However the Base Motor Pool has cooperated very well in maintaining and servicing these vehicles within their ability.

It has been observed that the Dental water syringe is greatly superior to the standard ear syring used in washing wax from ears, in that it affords a smaller stream of water and a greater head of pressure. Also it has been observed that the 1:1000 solution of Merthiolate prepared by Eli Lily Company is excellent for use in mild cases of Epidermophytosis on the foot and the perineal region. It is also excellent when used prophylactically after the cure of the fungus infection.

The use of 200,000 units of Penicillin as prescribed is not as effective in curing new acute Gonorrhea and preventing chronic Urethritis as 600,000 to 800,000 units of Penicillin in doses of 25,000 to 30,000 units was found to be by this Medical Officer in his work previous to entry into the Army.

Housing is adequate, and the water supply meets the standards prescribed in Cir. Ltr. 43, Headquarters, USFET, dated 3 April 1946.

Laundry facilities are provided by the Quartermaster. - Bathing facilities are good. - There have been no great problems of construction encountered.

Food and messing facilities are at a consistently high level.

Sewage and waste disposal are adequate. There has been no problem of insect control.

Preventive and control measures for VD have been based on XII TAC Memo 25-1, dated 17 July 1946 and USFET Ltr, Subj: Control of VD, dated 23 April 1946.

Evacuation is accomplished by sending patients to the 121st General Hospital by means of 4x4 cross country ambulances.

John C. Taylor, Jr.
JOHN C.TAYLOR, JR.,
1st Lt.,MC.,Base Surgeon

HEADQUARTERS
64TH FIGHTER WING
APO 62 US ARMY

M-F-14

Bad Kissingen, Germany
19 December 1946

MEDICAL HISTORY 64TH FIGHTER WING, FOR NOVEMBER, 1946.

The Wing Venereal Disease Rate eased down to 60.7 cases per thousand per annum for November, in keeping with a steady downhill trend since June, 1946, when it was at a peak of 133 cases per thousand per annum. The October rate was 71.

Total admissions for all reasons in the dispensaries dropped from a rate of 600 per thousand per annum in October to 509 in November. The incidence of respiratory diseases, however, rose to an all-time high of 133 per thousand per annum. This is the first time since November, 1945, that the respiratory disease rate was higher than the venereal disease rate. It is the first time since February, 1946, that the respiratory disease rate has been above 25 cases per thousand per annum. In September it was less than 1. In October it was 20.

The following Medical Department Officers were moved from Nordholz AAB to Lechfeld AAB with the 86th Ftr Gp and the 486th Air Sv Gp:

James W. Quinn, Capt, MC
John A. Travis, Captain, MAC
Zlatkind, Hamel, Ltjg. (USN) Dental Officer

1st Lt. John C. Taylor, MC, and 1st Lt. Percy C. Rodwell, DC, remained at Nordholz AAB with the 2024th Lab Sup Co.

The following Medical Department Officers were assigned to the Wing as listed:

Castile, Daniel S. Capt, MC Lechfeld AAB
Thaler, Arthur, Capt, MC, Lechfeld AAB
Kreas, Benjamin W., Capt, DC, Lechfeld AAB
Pamison, John E., 1st Lt, MC, Lechfeld AAB
Tessitori, Andrew, 1st Lt, MC, Schweinfurt AAB
Riley, William G. list Lt, MC, Fritzlar AAB
Morgan, John M., 1st Lt, MC, 47th Liaison Sq.
Lyles, Clarence C., 1st Lt, MC, 7th Liaison Sq.
Martin, Roscoe A., CWO, Fritzler AAB

The following deaths were recorded in the wing:

Ricard A. Lawry, T/Sgt, 35033406, 32nd Field Artillery Brigade, drowned approximately 1500 hours, 12 May 1945, in Lake Eder near Waldeck, Germany. Body discovered 4 November, 1946.

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HEADQUARTERS
64TH FIGHTER WING
APO 62 US ARMY

Bad Kissingen, Germany
19 December 1946

MEDICAL HISTORY 64TH FIGHTER WING, FOR NOVEMBER, 1946.

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(con't 2nd P of Medical History 64th Fight. Wing, for Month of Nov 46)

The following Deaths were recorded in the Wing:

1. Richard A. Lawry, T/Sgt, 35033406, 32nd Field Artillery Brigade, APO 230, US Army, drowned approximately 1500 hours, 12 May 1945, in Lake Eder near Waldeck, Germany. Body discovered 4 November 1946.

2. Marshall Jones, Pfc, RA-14185819, AC, 837 Aviation Bn, Fritzlar Army Air Base, accidentally killed when government Truck overturned near Homberg, Germany, 2220 hrs, 19 November 1946.

3. Jackson, Donald, Pfc, 45009289, 817 Air Eng Sq, Schweinfurt AAB, accidentally killed at Schweinfurt AAB at approximately 1300 hours, 26 November 1946, when fire truck, which patient was operating, overturned.

REESE E. FAUCETTE
2nd Lt., MAC
Wg Med Adm Officer

(con't 2nd Pag f Medical History 64th Fig ter ng, for Month of Nov 46)

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1. Richard A. Lawry, T/Sgt, 3503340 , 32nd Field Artillery Brigade, APO 230, US Army, drowned approximately 1300 hours, 12 May 1945, in Lake Eder near Waldeck, Germany. Body discovered 4 November 1946.

2. Marshall Jones, Pfc, RA-14185819, AC, 837 Aviation Bn, Fritzlar Army Air Base, accidentally killed when government Truck overturned near Homberg, Germany, 2220 hrs, 19 November 1946.

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REESE E. FAUCETTE
2nd Lt., MAC
Wg Med Adm.Officer

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(con't 2nd Pag f Medical History 64th Fighter ng, for Month of Nov 46)

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REESE E. FAUCETTE
2nd Lt., MAC
Wg Med Adm.Officer

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HEADQUARTERS
64TH FIGHTER WING
APO 62 US ARMY

M-F-14

MEDICAL HISTORY 64TH FIGHTER WING, FOR SEPTEMBER, 1946.

The Venereal Disease Rate within the Wing was 90 cases per thousand per annum for the month of September. This represents very little change from the August rate of 85 cases per thousand per annum.

It has been noted that Venereal Disease Prophilactic stations did at least twice as much business within the wing for the Month of September as for the Month of July. This must be attributed to the Anit-VD campaign which ended August 15.

We lost two doctors during the month of September. Captain Roberts Fritzlar, and Captain Burseth, Nordholz, were redeployed to the Zone of the Interior.

Ten Medical basics were sent to a six-weeks course of Basic Medical Instruction at Bremerhaven. Seven other Medical soldiers were dispatched to various specialized Medical Department Technician courses scattered throuhout the American Zone.

Four deaths were reported. S/Sgt Lawrence J. Courneves, 42091559, 426 Sv Gp was killed on 1 September as a result of a "Wound perforating, gune shot, severe, rt. chest" incurred when he failed to respond to the challange of a sentry at Nordholz AAB. Cpl George E. Wright, 13138857, 524th Ftr Sq, 27th Ftr Gp, was killed in auto accident near Fritzlar 21 September. Pfc Cologero De Angelo, 42148775, 426th Sv Gp, died of "Pulmonary Edema" in the dispensary at Nordholz AAB 26th September. Pfc Darrel B. Sh irley, 19232382 893rd A E Sq was accidentally killed 30 September at Fritzlar AAB in a Hangar Accident.

REESE E. FAUCETTE
2nd Lt. MAC.,
Wing Med Adm Officer

TEL: Bad Kissingen, 2216

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HEADQUARTERS 64TH FIGHTER WING
APO 62, US Army

MEDICAL HISTORY 64TH FIGHTER WING, FOR AUGUST, 1946.

The Wing Venereal Disease Rate for the Month of August was 85 cases per thousand per annum, compared with a rate of more than 130 cases per thousand per annum for each of the months of June and July. This drop followed on the heels of a 30-day Anti-VD drive (Theatre-wide) ending 15 August 1946. The main stress during the drive centered around (1) Intensive troop education through posters, billboards, and orientations, (2) disciplinary measures by commanding Officers in the form of Medical restriction up to 45 days and low efficiency ratings, and (3) cooperation with civilian authorities in the apprehension of contacts and potential contacts.

Two Navy Dental Officers, Lt. JG. William Glazer and Lt. JG. Hamel Zlattind were transferred into the Wing and assigned to Fritzlar and Nordholz Respectively. Lt's Robert J. Chapman, Donald F. Merick and Loran F. Parker, all MC's, were assigned to Fritzlar, Nordholz, and Schweinfurt respectively.

A survey on Laundry havits among the reported cases of scabies within the Wing revealed that out of 44 cases of scabies 31 were having their laundry done in private homes, one was doing his own laundry, and 12 were utilizing the QM Laundry facilities.

In order to combat the maze of difficulties surrounding the proper submission of the Monthly Sanitary Report from outlying units, a special letter outlining the proper procedure for the handling of the report was sent from this headquarters August 20 to the station commanders. It has not yet been determined how effective this will prove.

Several applications were received in response to a call for prospective West Point Cadets. In lieu of WDAGO Form No. 263 the WDAGO Form 63 was substituted. At the last minute, however, higher authorities ruled that nothing could be substituted for the Form 263. The 263's were rushed by plane August 30 to the Units to meet a difficult deadline.

Units at Nordholz demanded Medical supplies be issued them in accordance with their TO & E. Captain Travis, MAC, in the Nordholz Dispensary called August 6, informing this headquarters of the situation, and explained that the

Medical Officers at Nordholz did not feel that the units were justified in their demands, since they had full medical coverage and since any supplies they might draw would only lie idle. He wanted some authority to quote to the Unit Commanders that they should not be authorized the Medicla Supplies. After consultation was done with the Command Surgeon's Office, Captain Travis was informed that he could quote AR 40-10, which states that the Medical Officer, as representative of the commanding officer, can "Exercise supervision over all Medical Department Activities of the command".

There was one death in the Wing. 1st Lt. William K. Cherry, AC, 0-27547, 366th Ftr Gp, died in an aircraft accident August 2, at the Fritzlar Gunner Range, when his plane stalled immediately following a target run. He had finally recovered after the stall, but pulled out so low that he flew into a woods before regaining his altitude. He was decapitated.

An attempt at suicide was made at Fritzlar AAB, August 29 by Pfc Aphel M. Moyer, 37180345, 475 Sv Gp, Age 34. In attempting to take his life by cutting his throat he suffered a lacerated trachea and smaller vessels. No cause for the attempt was revealed. He is expected to recover.

REESE E. FAUCETTE
2nd Lt., MAC.,
Wg Med Adm Officer.

Telephone: Bad Kissingen, 2216.

HEADQUARTERS 64TH FIGHTER WING

INFORMAL ROUTING SLIP

(Draw a line full width of page after each entry. Enter date and sec's to and from)

SUBJECT:

DATE	FROM	TO	REMARKS
3 Sept	A-2	W Surg	Suggestion for your history

1. Losses by Accident or Illness During Month
   a. Give breakdown by causes. This includes natural causes, murders, suicides, accidental deaths, etc.

   b. If none, submit negative report.

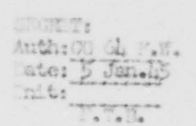
Narrative

A. Should be a comprehensive and analytical re record of the units activities for the period with particular attention to administrative organization, major policies and their execution, problems encountered and their solution, accomplishments and lessons learned.

B. Put some narrative in every history. There can be no negative narrative report as the ~~miss~~ mission of any unit precludes this. Include in the narrative any interesting incident that has occurred in your unit during the period covered by the history. Also list marriages arrival of dependents, sports activities and similar occurrences.

JHCW

HEADQUARTERS
SIXTY FOURTH FIGHTER WING
Office of the Surgeon
APO 374, US Army



5 January 1945

SUBJECT: Medical History of the 64th Fighter Wing.

TO : Surgeon, First Tactical Air Force (Prov), APO 374, US Army.

1. Pursuant to directions contained in Memorandum No. 25-5, Headquarters First Tactical Air Force (Prov), dated 11 December 1944, the following history of Medical Department activities is submitted. This history includes that of the medical departments of both the 64th Fighter Wing and Headquarters & Headquarters Squadron which have been more or less combined in function throughout the existance of the Wing.

a. Activities and Early History.

(1) The 64th Fighter Wing was activated in December 1942 at Mitchel Field, Long Island, New York per Paragraph 1, G.O. #31, First Fighter Command as the 3rd Air Defense Wing.

(2) The original T/O and E was as follows:

Headquarters

One (1) Lt. Colonel MC.
One (1) Major MC.
One (1) 1st. Lt. MC.
One (1) 1st. Lt. MAC.
One (1) Technical Sgt.
One (1) Staff Sergeant.
One (1) Corporal
One (1) Private First Cl.

Headquarters Squadron

One (1) Captain MC.
One (1) Staff Sgt.
Four (4) Corporals.
Two (2) Pvt. First Cl's.

Equipment

No.	Item	Qty
99135	Brassard, Geneva Convention	16
	Kit, First Aid	
97115	Medical Officer	4
97110	Non-Commissioned Officer	4
97120	Private	1
97785	Packet, First Aid Parachute	22
97765	Kit, First Aid Aeronautic	6
97774	Kit, First Aid, Motor Vehicle, 12 unit	4

No.	Item	Qty
	Kit, First Aid	
97115	Medical Officer	1
97110	Non-Commissioned Officer	5
97120	Private	2
99350	Litter, Wood	4
99090	Blanket, OD	8
97305	Squadron Aid Station	1

There have been no changes in the T/O and E since activation. However the medical department has at no time had its full complement of personnel. (See Appendix A for orginal roster of personnel). There have been many changes in officer personnel because of transfer and casualty and some, proportionately fewer, among enlisted personnel because of illness, transfer or rotation.

(3) The approximate mean strength of Headquarters & Headquarters Squadron at the time of activation was 53 officers and 185 enlisted men. This remained about the same until the second quarter of 1943 when the 346th Signal Company Wing was assigned to the Wing. Since then the mean strength for medical care has been approximately 75 officers and 250 enlisted men.

b. Function and Organization.

(1) The following officers are assigned as of the end of the quarter:

Jack L. Doughtie, Lt. Col., MC.	Wing Surgeon
David R. Akers, Captain, MC.	Asst. Wing Surgeon *
Milton Turner, 1st. Lt. MC.	Squadron Surgeon **
Herbert L. Gross, 1st Lt. MAC.	Wing Med. Adm. Officer

(* Acting Surgeon, Hq & Hq Sq., 64th Fighter Wing
** D.S. as Surgeon, Forward Sector Operations #2, 64th Fighter Wing.)

(2) (a) Headquarters Squadron

Problems of administration have been largely confined to the supervisory function of the Wing (See par (b) below). The assigned Squadron Surgeon has, because of functional reorganization of the Wing, been on D.S. to one of the Operational Units during much of the quarter. The work of his office (i.e. supervision of sanitation, operation of the Aid Station and preparation of reports and records) has been carried on by the Wing Surgeon or the Assistant Wing Surgeon during these times.

(b) Headquarters Activities

Activities of the Office of the Wing Surgeon have been greatly augmented during the quarter. About 15 August 1944, the 64th Fighter Wing underwent a functional reorganization because of change in operational objectives. The command was divided into two "Control Centers" and two "Forward Sector Operations" units, with personnel drawn from all "parent" organizations (2 S.A.W. Battalions and 2 Fighter Control Squadrons) and utilized in accordance with operational requirements.

The resulting wide separation of personnel from their parent units made it difficult for medical departments to render adequate service to them. Therefore medical departments of the Wing units were also reorganized in a manner similar to the entire Wing.

It was estimated that each Control Center with its outlying units (Radar and V.H.F. Radio Reporting Stations) would contain about 600 personnel and that each Forward Sector Ops. would have about 400. At the same time the Wing Units had rear echelons remaining at the invasion coast of Southern France with personnel totaling about 500.

The following disposition of Wing medical officer personnel was made about 15 September 1944:

Officer	Parent Organization	Duty Assignment
Jack L. Doughtie, Maj. MC.	Hq & Hq Sq. (Wing Surg.)	Wing Surgeon
Herbert N. Boden, Capt. MC.	Hq & Hq Sq. (Asst. Wing Surg.)	Actg. Surg. 82 & 328
David R. Akers, Capt. MC.	Hq & Hq Sq. (Squadron Surg.)	Sq Surg Hq & Hq Sq.
Milton Turner, 1st. Lt. MC	Hq & Hq Sq. (Asst Sq Surg)	Actg Surg FSO #2

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S E C R E T

Medical History of the 64th Fighter Wing, APO 374, US Army.

Officer	Parent Organization	Duty Assignment
Ben C. Moss, Maj. MC.	582nd SAW Bn (Bn Surg)	Actg Surg. C.C.#2
Leonard Feit, Capt. MC.	582nd SAW Bn (Asst Bn Surg)	Actg Surg. F.S.O. #1
George F. Hogan, Capt. DC.	582nd SAW Bn (Dental Off.)	Actg Dent. Off. C.C.#2
Jack [illegible] Estes, Maj. MC.	593rd SAW Bn (Bn Surgeon)	Actg Surg. C.C. #1
James L. [illegible], Capt. MC.	593rd SAW Bn (Asst Bn Surg)	Actg Surg. 582-593 rear
Warren [illegible], Capt. D.C.	593rd SAW Bn (Dental Off.)	Actg Den. Off. C.C.#1
Joshua Coen, Jr. Capt. MC.	82nd F.C.S. (Surgeon)	Actg Asst Surg C.C.#1
A. [illegible], Capt. MC.	82nd F.C.S. (Overage)	[illegible] Wing Ftr. Hq.
David Kahn, Capt. MC.	320th F.C.S. (Sq. Surg.)	Actg Asst Surg C.C.#1

Medical department enlisted personnel were drawn from various organizations to give each Control Center 5 men and each Forward Sector Ops. 4 men.

This disposition of personnel remained in effect during the quarter until the 15th December when the rear echelons moved up to join Wing Headquarters at Control Center No. 2. The two S.A.W. Battalion Surgeons were then returned to their organizations. Captain [illegible] became Acting Surgeon for the 82nd and 320th Fighter Control Squadrons, Captain Coen having been transferred from the Wing.

In order to insure adequate medical care to all units (which have moved very frequently) and to designate responsibility for sanitary inspections and preparations of reports and records, the Office of the Wing Surgeon maintains data on current locations of units and issues a weekly "station assignment list" specifically assigning units to each surgeon on a basis of geographical contiguity.(See Attached Sample—Appendix B)

The office also requires from each Surgeon a weekly informal report of the status of sanitary inspections, physical inspections of enlisted personnel and of V.D. control lectures in units assigned to him. (See Attached Sample—Appendix B).

An informal addenda sheet has also been added to the Weekly Statistical Report 86ab, upon which the name, serial number, diagnosis, etc. of all cases entered in the Patients Table are given. This prevents duplication in reporting of cases by "operational" and "parent" organizations.(See Attached Sample—Appendix B.)

Because of wide separation of units it has been deemed advisable in the interest of accuracy and promptness to consolidate reports of Units in the Wing Surgeon Office as much as possible. This has been done during the quarter successfully.

c. Training of Personnel, Equipment, Literature, Training Aids.

(1) Training of enlisted personnel for operation of the Squadron Aid Station and supervision of sanitation has had little emphasis during the quarter. Both their training in hospitals in the Continental U.S. and their experience through the North African and Italian Campaigns has made their work efficient in these respects.

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Medical History of the 64th Fighter Wing, APO 374, US Army.

Because of assignment of the 64th Fighter Wing from the 12th Air Force to the 9th Air Force and then to the 1st. Tactical Air Force (Prov), and from AAF/MTO to E.T.O., a great deal of training in changes in preparation of reports and records has been required by all personnel, both Officer and Enlisted. Much of this work has been accomplished by the Senior Non-commissioned Officers of the Hq & Hq Sq and of the Hq Detachment.

(2) There have been no changes in equipment.

(3) No literature or training aids have been produced during the quarter.

d. Operational Problems and Solution.

(1) During the quarter, the organization has moved twice, progressively northward in Eastern France. Because of the season and latitude the emphasis in preventive medicine has changed from malaria and the diarrheal diseases to the respiratory infections.

Personnel have been housed increasingly in permanent buildings or floored tents as they have been made available.

(2) Flying personnel assigned to the Wing are engaged largely in staff and administrative work and are not regularly flying combat missions. Consequently the specific problems of anoxia, frost bite, eye, ear nose and throat and others of Aviation Medicine and Flying Safety are not frequently met.

Similarly, although the organization operates in close support of combat troops, no battle casualties have occurred and field service to casualties is not a problem.

e. General Environmental Sanitation.

(1) At the beginning of the quarter the Squadron was living in tents in the field. With the onset of rainy, cold weather gradual transition to housing and working in permanent buildings was achieved. All personnel are now excellently sheltered and have adequate winter clothing including sweaters, the new type field jacket and overshoes. There has been no undue incidence of respiratory infections.

(2) Water for drinking and cooking purposes has in all instances, been drawn from army engineer water points. There were a few times, during moves, when water for washing and showers had to be drawn from civilian supplies. This was chlorinated in all cases.

(3) The organization has been on the Army "B" ration throughout the quarter This has been adequate at all times and has been well prepared. There were a few days, also during moves, when much variety in the ration could not be achieved, but in general, the mess has been excellent.

Mess facilities were housed in tents at the beginning of the quarter and were somewhat limited because of the recent move from Italy where considerable equipment such as tables, screens, etc. had to be abandoned. During the period these refinements have gradually been replaced. The present messes are in permanent, heated buildings, with good store rooms. Kitchen and mess gear washing equipment are well maintained.

(4) Disposal of wastes has been as follows:

(a) Liquids in soakage pits, the surfaces of which were burned off to destroy accumulated grease.

(b) Garbage disposal usually has been taken care of by local farmers who were anxious to obtain stock feed. In some cases garbage has been destroyed by burning in rock pits.

(c) Trash and cans in pits at sufficient distance from habitation.
(d) Human wastes by standard pit latrines and urinal troughs.
Diarrheal diseases have practically disappeared from the Squadron during the period.

f. Dental Service- Headquarters Squadron.

The organization has had no assigned dentist. For a part of the time it has been located in the same area as another unit of the Wing which has an assigned dentist and considerable work was accomplished by him for personnel of this organization. The balance of dental treatment has been of an emergency nature only and has been obtained at various Station or General Hospitals.

Dental service for the Squadron is not adequate at present and a request to have a dentist assigned has been submitted and approved by Higher headquarters. The Dental Officer is expected to arrive in the near future, with Field Dental equipment which will be adequate for needs of the command.

g. Venereal Disease Control.

(1) Headquarters Squadron.

Apparently because of frequent movements and separation of parts of the unit during operations with consequent lessening of supervision of personnel, venereal disease rates for the quarter have been higher than the established maximum.

The organization is now again under one command, the new system of "pass checking" has been instituted and is being carried out. Additional emphasis has been placed on instruction and explanation of V.D. prophylaxis and use made of training films. It is expected that the rates will be substantially lower during the next quarter.

(2) Wing as a Whole.

Incidence of venereal disease in the Wing as a whole has averaged well below the expected maximum of 40 per 1000 per annum. However, because of high rates in some subordinate units an intensive program of venereal disease control has been instituted for the entire Wing during the quarter. (See attached directive-Appendix C.)

h. Treatment of Battle Casualties and Evacuation.

There have been no battle casualties. Evacuation of personnel requiring hospitalization has been no problem at any time. Adequate hospital facilities have always been located within a reasonable distance.

i. Statistical Material.

Headquarters Squadron, 64th Fighter Wing

(1) Admission rates per 1000 per annum:

	October	November	December
(a) All causes	534.2	183.0	171.2
(b) All Diseases	534.2	183.0	122.3
(c) Injuries	0	0	48.9

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	October	November	December
(d) Battle Casualties	0	0	0
(e) Intestinal Disease	0	36.5	0
(f) Venereal Disease	177.9	36.5	122.3
(g) Neuropsychiatric Disease	0	0	0
(h) Common Respiratory Disease	89.0	0	171.2
(i) Malaria	0	0	0
(j) Jaundice	0	0	0

(2) Non-effective rates per 1000 — Blank

"When a patient is admitted to a Hospital, he is transferred from his unit to the detachment of patients in accordance with [illegible] regulations".

(3) Patients treated.

	October	November	December
(a) Number of Patient days (Quarters)	0	0	0
(b) Number of Patient days (Hospital)		Blank	

"When a patient is admitted to a Hospital, he is transferred from his unit to the detachment of patients in accordance with [illegible] regulations".

	October	November	December
(c) Number of out-patients	91	129	129
(d) Number of treatments	213	267	257

(4) Physical examinations.

	October	November	December
Physical inspection	305	309	323
Food handlers inspection	349	200	198
Examination 63	0	0	4
Examination 64	0	0	1

(5) Immunizations

	October	November	December
Smallpox	33	27	50
Typhus stimulating	135	99	21
Typhoid stimulating	31	71	52
Tetanus stimulating	0	0	174

(6) Venereal Disease.

(a) Total Days lost.

There were no days lost because all cases of venereal disease were treated on duty status.

(b) Average number of days lost per case for:

	October	November	December
1. Gonorrhea	0	0	0
2. Syphilis	0	0	0

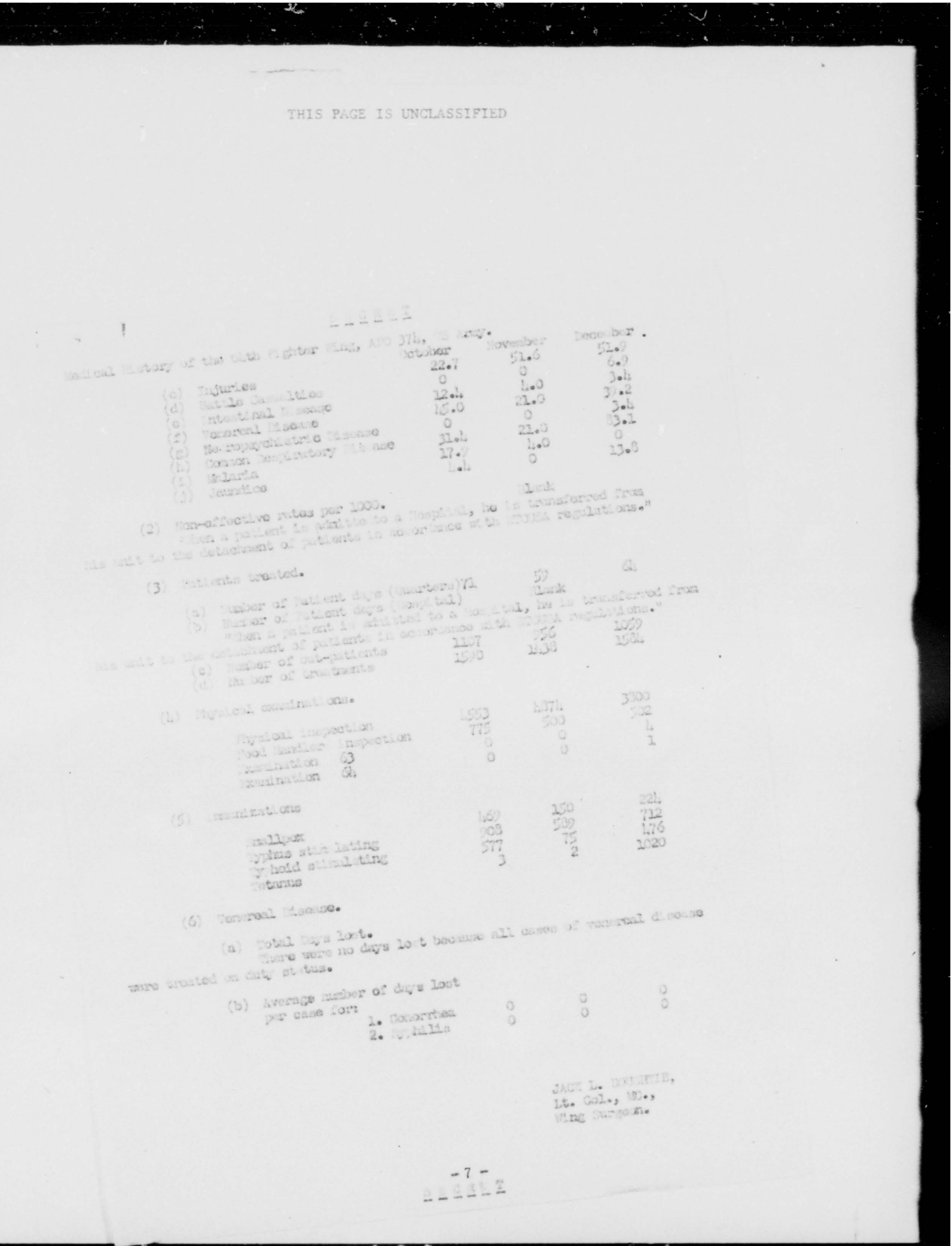
i. <u>Statistical Material</u>

<u>64th Fighter Wing as a Whole</u>

(1) Admission rates per 1000 per annum:

	October	November	December
(a) All causes	332.0	341.0	405.4
(b) All Diseases	309.9	293.2	346.5

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Medical History of the 64th Fighter Wing, APO 374, US Army.

	October	November	December
(c) Injuries	22.7	51.6	51.9
(d) Battle Casualties	0	0	6.9
(e) Intestinal Disease	12.4	4.0	3.4
(f) Venereal Disease	15.0	21.0	37.2
(g) Neuropsychiatric Disease	0	0	3.4
(h) Common Respiratory Disease	31.4	21.0	83.1
(i) Malaria	17.9	4.0	0
(j) Jaundice	1.4	0	13.8

(2) Non-effective rates per 1000. Blank
"When a patient is admitted to a Hospital, he is transferred from his unit to the detachment of patients in accordance with ETOUSA regulations."

(3) Patients treated.

	October	November	December
(a) Number of Patient days (Quarters)	71	59	64
(b) Number of Patient days (Hospital)		Blank	
(c) Number of out-patients	1107	956	1059
(d) Number of treatments	1590	1438	1504

"When a patient is admitted to a Hospital, he is transferred from his unit to the detachment of patients in accordance with ETOUSA regulations."

(4) Physical examinations.

	October	November	December
Physical inspection	1553	1074	3300
Food Handler Inspection	775	500	502
Examination 63	0	0	4
Examination 64	0	0	1

(5) Immunizations

	October	November	December
Smallpox	469	150	224
Typhus stimulating	908	509	712
Typhoid stimulating	577	75	476
Tetanus	3	2	1020

(6) Venereal Disease.

(a) Total Days lost.
There were no days lost because all cases of venereal disease were treated on duty status.

(b) Average number of days lost per case for:

	October	November	December
1. Gonorrhea	0	0	0
2. Syphilis	0	0	0

JACK L. [illegible],
Lt. Col., MC.,
Wing Surgeon.

S E C R E T

S E C R E T

HEADQUARTERS
SIXTY FOURTH FIGHTER WING
Office of the Surgeon
APO 374, US Army

APPENDIX A.

Medical History, 64th Fighter Wing.

ROSTER OF ORIGINAL PERSONNEL

NAME	RANK	PRINCIPAL DUTY
Meany, John J.	Major MC	Wing Surgeon
Sawyer, Warren C.	1st Lt. MC	Asst Wing Surgeon
Meyer, Eugene III	1st Lt. MC	Squadron Surgeon
Cassedy, Jerome E.	2nd Lt. MAC	Med Adm Officer
Watts, Gale E.	T/Sgt.	Medical NCO (IC)
Adamik, Emil R.	S/Sgt.	Sanitary Technician
Shaughnessy, George A.	S/Sgt.	Medical NCO
Belat, William J.	Sgt.	Clerk
LaMontagne, Robert A.	Cpl.	Clerk
Ceruti, Everette A.	Pfc.	Surgical Technician
Gerath, John P.	Pvt.	Surgical Technician
Lyons, Arthur D.	Pfc.	Medical Technician
Greinert, Arthur F.	Pvt.	Medical Technician
Peterson, Swan H.	Pvt.	Medical Technician
Paradise, George E.	Pfc.	Dental Technician
St. Germain, Reginald E.	Pfc.	Ambulance Driver

APPENDIX A.
Medical History, 64th Fighter Wing.

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Headquarters and Headquarters Squadron as well as other headquarters organizations located in Nancy had great difficulty obtaining dental service. Even though there were five general hospitals, a general dispensary and a station hospital in the city, it was often impossible to secure dental appointments for routine work and sometimes even for emergency work except on the "catch as catch can" basis. The need for the assignment of a dental surgeon to Headquarters and Headquarters Squadron is still felt to be urgent.

(g) Venereal Disease Control

With the move from field conditions into more or less garrison life, it was anticipated that increase in the incidence of venereal disease was a distinct possibility. Consequently, a very intensive program of V.D. control was instituted in all units of the Wing including more frequent talks to personnel by line officers and medical officers, setting up of numerous prophylactic stations, careful "pass" checking by medical department personnel, V.D. films and posters, organized athletics, etc. The effectiveness of the program is shown by the fact that there was a drop in the incidence rather than a rise (see below).

Headquarters & Headquarters Squadron itself had no cases of venereal disease during the quarter.

(h) Treatment of Battle Casualties and Evacuation

There were only two battle casualties as noted above. Evacuation of personnel requiring hospitalization has been no problem at any time. Hospital facilities have always been adequate and located near by.

(i) Statistical Material

Headquarters Squadron, 64th Fighter Wing

(1) Admission rates per 1000 per annum:

	January	February	March
(a) All causes	318.8	238.5	187.3
(b) All Diseases	220.7	238.5	149.9
(c) Injuries	98.1	0.0	37.4
(d) Battle Casualties	0.0	0.0	0.0
(e) Intestinal Disease	24.5	0.0	18.7
(f) Venereal Disease	0.0	0.0	0.0
(g) Neuropsychiatric Disease	0.0	0.0	0.0
(h) Common Respiratory Disease	73.6	119.2	56.2
(i) Malaria	0.0	0.0	0.0
(j) Jaundice	0.0	71.5	0.0

(2) Non-effective rates per 1000 Blank

"When a patient is admitted to a hospital, he is transferred from his unit to the detachment of patients in accordance with ETOUSA regulations.

(3) Patients treated

(a) Number of Patient days (Quarters)	4.	10.	16.
(b) Number of Patient days (Hospital)		Blank	

"When a patient is admitted to a Hospital, he is transferred from his unit to the detachment of patients in accordance with ETOUSA regulations."

(c) Number of out-patients	91	70	78
(d) Number of treatments	192	163	192

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(Medical History of the 64th Fighter Wing, APO 374, US Army.)

(4) Physical examinations

	January	February	March
Physical Inspection	299	291	259
Food Handlers Inspection	20	22	19
Examination 63	0	0	0
Examination 64	0	0	0

(5) Immunizations.

	January	February	March
Smallpox	4	0	3
Typhus stimulating	103	19	127
Typhoid stimulating	8	7	4
Tetanus stimulating	8	6	4

(6) Venereal Disease

(a) Total days lost per case for:

	January	February	March
1. Gonorrhea	0	0	0
2. Syphilis	0	0	0

[illegible] Statistical Material

64th Fighter Wing as a Whole

(1) Admission rates per 1000 per annum:

	January	February	March
(a) All Causes	2[illegible].0	2[illegible]	293.7
(b) All Diseases	262.0	237.	253.2
(c) Injuries	27.0	36.2	40.5
(d) Battle Casualties	0.0	12.4	0.0
(e) Intestinal Disease	8.3	0.0	3.3
(f) Venereal Disease	12.3	26.1	16.3
(g) Neuropsychiatric Disease	0.0	0.0	0.0
(h) Common Respiratory Disease	93.4	* 45.5	81.[illegible]
(i) Malaria	0.0	0.0	0.0
(j) Jaundice	13.3	13.4	[illegible].0

* Sulfadiazine Prophylaxis during this month.

(2) Non-effective rates per 1000
"When a patient is admitted to a Hospital, he is transferred from his unit to the detachment of patients in accordance with [illegible] regulations."

(3) Patients Treated.

(a) Number of Patient Days (Quarters) 66. 26. 100.
(b) Number of Patient Days (Hospital) Blank
"When a patient is admitted to a Hospital, he is transferred from his unit to the detachment of patients in accordance with [illegible]TOUSA regulations."

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(Medical History of the 6[illegible] Fighter Wing, APO 374, US Army

	January	February	March
(c) Number of out-patients	1051	999	1089
(d) Number of treatments	1561	1536	1581

(4) Physical examinations.

	January	February	March
Physical inspection	2226	5187	2796
Food Handlers Inspection	110	152	200
Examination 63	0	0	0
Examination 64	0	0	0

(5) Immunizations.

	January	February	March
Smallpox	252	50	25
Typhus Stimulating	558	284	632
Typhoid Stimulating	288	288	119
Tetanus	693	131	56

(6) Venereal Disease.

(a) Total Days lost. There were no days lost because all cases of venereal disease were treated on duty status.

(b) Average number of days lost per case for:

	January	February	March
1. Gonorrhea	0	0	0
2. Syphilis	0	0	0

JACK L. DOUGHTIE,
Lt Col, MC,
Wing Surgeon.

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Auth: CG 64 FW
Date: 5 April 45
Init: W.K.O.

HEADQUARTERS
SIXTY FOURTH FIGHTER WING
Office of the Surgeon
APO 374, US Army

5 April 1945

SUBJECT: Medical History of the 64th Fighter Wing.

TO : Surgeon, First Tactical Air Force (Prov), APO 374, US Army.

1. Pursuant to directions contained in Memorandum No 25-5, Headquarters First Tactical Air Force (Prov), dated 11 December 1944, the following history of Medical Depart activities is submitted for the quarterly period 1 January 1945 through 31 March 1945. This history includes that of the medical departments of both the 64th Fighter Wing and Headquarters & Headquarters Squadron which have been closely associated throughtout the period.

a. Activation and Early History

(1) The 64th Fighter Wing was activated in December 1942 at Mitchel Field, Long Island, New York per Par 1, GO #31, First Fighter Command as the 3rd Air Defense Wing. Redesignation as the 64th Fighter Wing occurred 9 August 1943, per VOCG XII Tactical Air Command.

(2) The original T/O & E was as follows:

HEADQUARTERS

One (1) Lt. Colonel MC.
One (1) Major MC.
One (1) 1st. Lt. MAC.
One (1) Technical Sgt.
One (1) Staff Sergeant
One (1) Corporal
One (1) Private First Cl.

HEADQUARTERS SQUADRON

One (1) Captain MC.
One (1) Staff Sgt.
Four (4) Corporals.
Two (2) Pvt First Cl's.

Equipment

99135	Brassard, Geneva Convention	- 16
	Kit, First Aid	
97115	Medical Officer	- 4
97110	Non-Commissioned Officer	- 4
97120	Private	- 1
97785	Packet, First Air Parachute	- 22
97765	Kit, First Aid Aeronautic	- 6
97774	Kit, First Aid, Motor Vehicle, 12 unit	- 4

97115	Medical Officer	- 1
97110	Non-Commissioned Officer	- 5
97120	Private	- 2
99350	Litter, Wood	- 4
99090	Blanket	- 8
97305	Squadron Air Station	- 1

A change in the T/O was made effective as of March 1945 with the following medical department personnel allotted:

SECRET

1605

(Medical History of the 64th Fighter Wing, APO 374, US Army.)

HEADQUARTERS

One (1) Lt. Colonel MC.
One (1) Major MC.
One (1) Captain MAC.
One (1) Technical Sgt.
One (1) Sergeant
One (1) Corporal
One (1) Pvt First Class

HEADQUARTERS SQUADRON

One (1) Captain MC.
One (1) Staff Sgt.
Two (2) Corporals
Two (2) Pvt First Cl's.

(3) The approximate mean strength of Headquarters & Headquarters Squadron during the quarter has been 112 officers and 431 enlisted men.

b. Function and Organization

(1) The following officers are assigned as of the end of the quarter:

Jack L. Doughtie, Lt. Colonel MC., Wing Surgeon
David R. Akers, Major MC., Asst. Wing Surgeon.*
Henry C. Fattel, Captain MC., Squadron Surgeon. **
Herbert L. Gross, 1st Lt. MAC., Wg Med Adm Officer.

(* Acting Surgeon, Hq & Hq Sq., 64th Fighter Wing
** D.S. as Surgeon, Control Center #1, 64th Ftr Wg.)

(2) (a) Headquarters Squadron

Administrative problems have been largely confined to the supervisory function of the Wing as was previously described. The assigned Squadron Surgeon has been on DS to one of the Operational Units during the entire quarter and his duties have been carried on by the Wing Surgeon and Asst. Wing Surgeon.

(b) Headquarters

Organization of Wing into functional units, as described in the previous report, was continued throughout this quarter. However, because of shift of personnel it was possible to return some medical officers to their "parent" organization and it is anticipated that the same may be accomplished with some of the medical enlisted personnel in the near future.

The plan for issuing the weekly "station assignment list" to each surgeon was continued as were the informal reports of sanitary inspection and the addenda sheet to the Weekly Statistical Report 86ab.

The Wing Surgeon's Office continued to consolidate reports of all units under its jurisdiction whenever possible.

(c) Training of Personnel, Equipment, Literature & Training Aids

(1) No formal training program has been carried on during the quarter except in some refinements for more efficient handling of reports and records by the Wing Surgeon's Office.

(2) There have been no changes in equipment.

(3) No literature or training aids have been produced.

(d) Operational Problems and Solutions

There was little change in geographical location of the organization during the quarter and the major problems of preventive medicine remained the same, i.e. concerned with prevention of respiratory infections. The Wing had exceptionally good housing facilities (see below) and participated in the program of Sulfadiazine prophlaxis against respiratory diseases during February. As a result, admission rates for these diseases remained well within reasonable limits.

On 2 January 1945, an ammunition dump located about ½ mile from the Wing and Control Center #2 bivouac areas exploded with concussion which shattered nearly every window in the village. Sixty-eight army personnel and approximately the same number of civilians received injuries, mostly minor in nature. But all medical personnel were hard pressed, working in damaged dispensaries, to handle first aid treatment. However, within approximately one and one half hours all casualties had been seen. There were no serious complications or sequelae in any army personnel. Two civilians received severe lacerations and were evacuated after first aid treatment to a civilian hospital. Both had disfiguring scars but no other disability.

Flying personnel assigned to the Wing are engaged in staff administrative work and are not regularly flying combat missions. Consequently the specific problems of anoxia, frost bite, eye, ear, nose and throat and others of Aviation Medicine and Flying Safety are not frequently met.

Similarly, although the organization operates in close cooperation with the combat troops, battle casualties have been comparatively few, two men only having been injured by enemy shell fire at a Forward Sector Operations Unit.

(e) General Environmental Sanitation

Early in the quarter the Wing moved into Nancy, France where quarters were obtained in the large dormitory of the City University for all enlisted personnel and in hotels for officer personnel. There was sufficient room so that men were billeted not more than two or three to a room. There were adequate toilet facilities, electricity and hot showers in the building, so that living approached garrison conditions.

Even though the Base Section which administered the city announced that municipal water supply was potable all Wing organizations were instructed to draw water from Engineer points for drinking and mess since a doubtful culture was obtained in one part of our building on one occasion. It was felt that there might be a local source of contamination but none was found.

Messes of all organizations were consolidated into three for enlisted men and one for officers. Civilian labor was obtained for K.P. duties and all messes were definately superior in quality of meals served and in sanitation.

Sewage and waste disposal were no problem at all with the regular city sewage system.

(f) Dental Service

The two dental officers of the Signal Air Warning Battalions remained in their assignments to duty with the Control Centers and with their mobile vans were able to render excellent service to small units in the field and to the Control Center Headquarters personnel.

S E C R E T

HEADQUARTERS
SIXTY FOURTH FIGHTER WING
Office of the Surgeon
APO 374, US Army

SECRET
Auth: CG 64 FW
Date: 5 April 45
Init: W.K.O.

5 April 1945

SUBJECT: Medical History of the 64th Fighter Wing.

TO : Surgeon, First Tactical Air Force (Prov), APO 374, US Army.

1. Pursuant to directions contained in Memorandum No 25-5, Headquarters First Tactical Air Force (Prov), dated 11 December 1944, the following history of Medical Depart activities is submitted for the quarterly period 1 January 1945 through 31 March 1945. This history includes that of the medical departments of both the 64th Fighter Wing and Headquarters & Headquarters Squadron which have been closely associated throughtout the period.

a. Activation and Early History

(1) The 64th Fighter Wing was activated in December 1942 at Mitchel Field, Long Island, New York per Par 1, GO #31, First Fighter Command as the 3rd Air Defense Wing. Redesignation as the 64th Fighter Wing occurred 9 August 1943, per VOCG XII Tactical Air Command.

(2) The original T/O & E was as follows:

HEADQUARTERS	HEADQUARTERS SQUADRON
One (1) Lt. Colonel MC.	One (1) Captain MC.
One (1) Major MC.	One (1) Staff Sgt.
One (1) 1st. Lt. MAC.	Four (4) Corporals.
One (1) Technical Sgt.	Two (2) Pvt First Cl's.
One (1) Staff Sergeant	
One (1) Corporal	
One (1) Private First Cl.	

Equipment

99135	Brassard, Geneva Convention	16			
	Kit, First Aid				
97115	Medical Officer	4	97115	Medical Officer	1
97110	Non-Commissioned Officer	4	97110	Non-Commissioned Officer	5
97120	Private	1	97120	Private	2
97785	Packet, First Air Parachute	22	99350	Litter, Wood	4
97765	Kit, First Aid Aeronautic	6	99090	Blanket	8
97774	Kit, First Aid, Motor Vehicle, 12 unit	4	97305	Squadron Air Station	1

A change in the T/O was made effective as of March 1945 with the following medical department personnel allotted:

S E C R E T

1608

HEADQUARTERS	HEADQUARTERS SQUADRON
One (1) Lt. Colonel MC.	One (1) Captain MC.
One (1) Major MC.	One (1) Staff Sgt.
One (1) Captain MAC.	Two (2) Corporals
One (1) Technical Sgt.	Two (2) Pvt First Cl's.
One (1) Sergeant	
One (1) Corporal	
One (1) Pvt First Class	

(3) The approximate mean strength of Headquarters & Headquarters Squadron during the quarter has been 112 officers and 431 enlisted men.

b. Function and Organization

(1) The following officers are assigned as of the end of the quarter:

Jack L. Doughtie, Lt. Colonel MC., Wing Surgeon
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Herbert L. Cross, 1st Lt. MAC., Wg Med Adm Officer.

(* Acting Surgeon, Hq & Hq Sq., 64th Fighter Wing
** D.S. as Surgeon, Control Center #1, 64th Ftr Wg.)

(2) (a) Headquarters Squadron

Administrative problems have been largely confined to the supervisory function of the Wing as was previously described. The assigned Squadron Surgeon has been on DS to one of the Operational Units during the entire quarter and his duties have been carried on by the Wing Surgeon and Asst. Wing Surgeon.

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The plan for issuing the weekly "station assignment list" to each surgeon was continued as were the informal reports of sanitary inspection and the addenda sheet to the Weekly Statistical Report 86ab.

The Wing Surgeon's Office continued to consolidate reports of all units under its jurisdiction whenever possible.

(c) Training of Personnel, Equipment, Literature & Training Aids

(1) No formal training program has been carried on during the quarter except in some refinements for more efficient handling of reports and records by the Wing Surgeon's Office.
(2) There have been no changes in equipment.
(3) No literature or training aids have been produced.

(Medical History of the 64th Fighter Wing, APO 374, US Army)

(d) Operational Problems and Solutions

There was little change in geographical location of the organization during the quarter and the major problems of preventive medicine remained the same, i.e. concerned with prevention of respiratory infections. The Wing had exceptionally good housing facilities (see below) and participated in the program of Sulfadiazine prophlaxis against respiratory diseases during February. As a result, admission rates for these diseases remained well within reasonable limits.

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Similarly, although the organization operates in close cooperation with the combat troops, battle casualties have been comparatively few, two men only having been injured by enemy shell fire at a Forward Sector Operations Unit.

(e) General Environmental Sanitation

Early in the quarter the Wing moved into Nancy, France where quarters were obtained in the large dormitory of the City University for all enlisted personnel and in hotels for officer personnel. There was sufficient room so that men were billeted not more than two or three to a room. There were adequate toilet facilities, electricity and hot showers in the building, so that living approached garrison conditions.

Even though the Base Section which administered the city announced that municipal water supply was potable all Wing organizations were instructed to draw water from Engineer points for drinking and mess since a doubtful culture was obtained in one part of our building on one occasion. It was felt that there might be a local source of contamination but none was found.

Messes of all organizations were consolidated into three for enlisted men and one for officers. Civilian labor was obtained for K.P. duties and all messes were definately superior in quality of meals served and in sanitation.

Sewage and waste disposal were no problem at all with the regular city sewage system.

(f) Dental Service

The two dental officers of the Signal Air Warning Battalions remained in their assignments to duty with the Control Centers and with their mobile vans were able to render excellent service to small units in the field and to the Control Center Headquarters personnel.

Headquarters and Headquarters Squadron as well as other headquarters organizations located in Nancy had great difficulty obtaining dental service. Even though there were five general hospitals, a general dispensary and a station hospital in the city, it was often impossible to secure dental appointments for routine work and sometimes even for emergency work except on the "catch as catch can" basis. The need for the assignment of a dental surgeon to Headquarters and Headquarters Squadron is still felt to be urgent.

(g) Venereal Disease Control

With the move from field conditions into more or less garrison life, it was anticipated that increase in the incidence of venereal disease was a distinct possibility. Consequently, a very intensive program of V.D. control was instituted in all units of the Wing including more frequent talks to personnel by line officers and medical officers, setting up of numerous prophylactic stations, careful "pass" checking by medical department personnel, V.D. films and posters, organized athletics, etc. The effectiveness of the program is shown by the fact that there was a drop in the incidence rather than a rise (see below).

Headquarters & Headquarters Squadron itself had no cases of venereal disease during the quarter.

(h) Treatment of Battle Casualties and Evacuation.

There were only two battle casualties as noted above. Evacuation of personnel requiring hospitalization has been no problem at any time. Hospital facilities have always been adequate and located near by.

(i) Statistical Material

Headquarters Squadron, 64th Fighter Wing

(1) Admission rates per 1000 per annum:

	January	February	March
(a) All causes	318.8	238.5	187.3
(b) All Diseases	220.7	238.5	149.9
(c) Injuries	98.1	0.0	37.4
(d) Battle Casualties	0.0	0.0	0.0
(e) Intestinal Disease	24.5	0.0	18.7
(f) Venereal Disease	0.0	0.0	0.0
(g) Neuropsychiatric Disease	0.0	0.0	0.0
(h) Common Respiratory Disease	73.6	119.2	56.2
(i) Malaria	0.0	0.0	0.0
(j) Jaundice	0.0	71.5	0.0

(2) Non-effective rates per 1000 Blank

"When a patient is admitted to a hospital, he is transferred from his unit to the detachment of patients in accordance with ETOUSA regulations.

(3) Patients treated

(a) Number of Patient days (Quarters) 4. 10. 16.

(b) Number of Patient days (Hospital) Blank

"When a patient is admitted to a Hospital, he is transferred from his unit to the detachment of patients in accordance with ETOUSA regulations."

(c) Number of out-patients 91 70 78.

(d) Number of treatments 192 163 192

(Medical History of the 64th Fighter Wing, APO 374, US Army.)

(4) Physical examinations

	January	February	March
Physical inspection	299	291	259
Food Handlers inspection	20	22	19
Examination 63	0	0	0
Examination 64	0	0	0

(5) Immunizations.

	January	February	March
Smallpox	4	[illegible]	3
Typhus stimulating	103	19	127
Typhoid stimulating	[illegible]	7	4
Tetanus stimulating	[illegible]	6	2

(6) Venereal disease

(a) Total days lost per case for:

	January	February	March
1. Gonorrhea	0	[illegible]	0
2. Syphilis	[illegible]	[illegible]	[illegible]

(-) Statistical Material

64th Fighter Wing as a Whole

(1) Admission rates per 1000 per annum:

	January	February	March
(a) All Causes	[illegible]	252.[illegible]	293.7
(b) All Diseases	262.0	237.[illegible]	253.2
(c) Injuries	27.0	36.2	40.5
(d) Battle Casualties	0.0	12.4	0.0
(e) Intestinal Disease	[illegible]	0.0	3.3
(f) Venereal Disease	12.3	25.1	16.8
(g) Neuropsychiatric Disease	0.0	0.0	0.0
(h) Common Respiratory Disease	93.4	*15.5	41.0
(i) Malaria	0.0	0.0	0.0
(j) Jaundice	13.3	13.4	[illegible]

* Sulfadiazine Prophlaxis during this month.

(2) Non-effective rates per 1000
"When a patient is admitted to a Hospital, he is transferred from his unit to the detachment of patients in accordance with ETOUSA regulations."

(3) Patients Treated.

(a) Number of Patient Days (Quarters) [illegible]6. 26. 100.
(b) Number of Patient Days (Hospital) Blank
"When a patient is admitted to a Hospital, he is transferred from his unit to the detachment of patients in accordance with ETOUSA regulations."

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	January	February	March
(c) Number of out-patients	1051	999	1089
(d) Number of treatments	1561	1536	1581

(4) Physical examinations.

Physical Inspection	2226	5187	2796
Food Handlers Inspection	110	152	200
Examination 63	0	0	0
Examination 64	0	0	0

(5) Immunizations.

Smallpox	252	50	25
Typhus Stimulating	558	284	632
Typhoid Stimulating	288	288	119
Tetanus	693	131	56

(6) Venereal Disease.

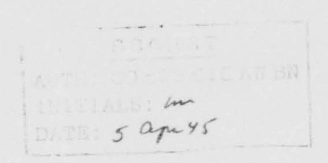
(a) Total days lost. There were no days lost because all cases of venereal disease were treated on duty status.

(b) Average number of days lost per case for:

1. Gonorrhea	0	0	0
2. Syphilis	0	0	0

[signature]
JACK L. [illegible],
Lt Col, MC,
Wing Surgeon.

SECRET
HEADQUARTERS
593RD SIGNAL AW BATTALION
Office of the Surgeon
APO 374 US Army



5 April 1945

SUBJECT: Medical History.

TO : Surgeon, First Tactical Air Force (Prov), APO 374, US Army.

In compliance with AR 40-1005, Circular letter #179, Office of the Chief Surgeon, European Theater of Operations, dated 7 Dec 43, and Circular letter #181, ASF, WD, dated 30 Oct 43, the following medical history is submitted:

1. ADMINISTRATIVE HISTORY

The 593rd Signal AW Battalion, operating under T/O & E 11-400, dated 1 Mar 44, and Changes 1 and 2, consists of two (2) Reporting Companies, one (1) Bn Hq & Plotting Co, and one (1) Ground Observer Company, with a total strength of 55 Officers, 10 Warrant Officers and 988 Enlisted Men. The authorized medical strength consists of 2 Medical Officers, 1 Dental Officer and 31 Enlisted Men. There was one new arrival in enlisted personnel - Pvt Vincent W. Miller, 33920894, who was assigned to and joined this organization 19 Feb 45. Capt. Warren E. Pinckert, DC, placed on DS to Control Center #2, 6 Mar 45. Major Jack M. Estes, MC, placed on DS to Forward Sector Operations #1, 15 Mar 45. Capt. Leonard E. Feit, MC, joined organization, DS from 582nd Signal AW Bn, 27 Mar 45, as medical officer. The morale of the medical detachment has always been exceedingly high through the complete cooperation of the battalion officers and enlisted men with the detachment. There has at no time been any serious promotional problems. Enlisted medical personnel have been promoted to their T/O grade in most cases.

2. FUNCTIONS AND ORGANIZATION

For the first 14 days of January the Bn Hq was billeted and all command functions carried on from a Chateau located approximately three miles from Nancy, France. The chain of command was through the 64th Fighter Wing to XII Tactical Air Command to First Tactical Air Force (Prov). Bn Hq moved into Nancy proper on 14 Jan 45, with administrative headquarters located in a large office building together with all other organizations of the 64th Fighter Wing. All enlisted personnel were billeted in the dormitory formerly used by the University of Nancy.

SECRET

3. OPERATIONS

a. The Reporting and Ground Observer companies were in tactical operations at all times during the quarter which necessitated the various platoons being from 5 to 125 miles from the Bn Dispensary. The medical enlisted personnel assigned each platoon were responsible for camp sanitation and the treatment of all personnel for illness and injuries not requiring the presence of a Medical Officer. The policy of the aid men is at all times that of the Bn Surgeon. Semi-monthly inspections were made by the Surgeon to supervise proper administration of his policies, to make necessary modifications and to conduct the semi-monthly physical examinations. All immunizations were given under the supervision of the Surgeon or his assistant.

b. The Bn Hq Dispensary was inspected by Major Reid, MC, First Tactical Air Force (Prov) the first part of January, 1945.

c. During the quarter no other organization received medical coverage from the Medical Department of the Battalion.

4. TRAINING OF PERSONNEL, EQUIPMENT AND TRAINING AIDS

The enlisted medical personnel, other than the one new man, at the beginning of the period, had for the most part received two years or more training in the US Army Medical Department. Refresher courses were conducted monthly by the Surgeon, covering such subjects as treatment of battle casualties, field sanitation, malaria, its cause and control, and other conditions which might arise in the various theaters of operations. The importance of the control and prevention of Venereal Disease was stressed at all times.

5. ENVIRONMENTAL HISTORY

a. Each monthly Sanitary Report included recommendations for the improvement of unsatisfactory conditions where they were found to exist. The Bn Hq Dispensary and all unit dispensaries are equipped with a prophylaxis station with a trained medical man on duty at all times. Mechanical and chemical prophylactics were provided all personnel going on pass, free of charge, and upon returning from pass, all were required to report to the dispensary to turn in their pass, at which time they were asked whether or not they had been exposed and if so, had a prophylactic been taken.

b. Following the Surgeon's inspection of a field unit, deficiencies and corrective measures were pointed out and explained. At the same time all new directives concerning the medical department were discussed and explained. The value of such discussions, the complete cooperation between unit commanders and the Surgeon, and the efficiency of the Medical corps men are attested to by the very low rate of disease among the troops and excellent sanitary conditions in the field.

6. FIELD OPERATIONS

a. During the quarter the Bn Surgeon was responsible for five (5) Radar Reporting Platoons of from 48 to 55 enlisted men and officers and one (1) Ground Observer Platoon of 65 enlisted men and officers. Two Medical Corps men are assigned each Radar Platoon and one to each Ground Observer Platoon. Four Corps men are assigned to the Bn Dispensary. The remainder of the Battalion Corps men were assigned to various other Medical Officers throughout the 64th Fighter Wing. Because of the distance between the various platoons, the greater part of the Surgeon's time was spent in the field conducting physical examinations, supervising camp sanitation and medical training.

b. No important material from Essential Medical Data Report applicable that has not been more appropriately discussed elsewhere.

c. During the quarter there were no serious problems in preventative medicine. For the most part, the Bn Dispensary has always drawn supplies for the entire Battalion and each unit has drawn from these supplies for its required needs. No difficulty was encountered at any time in obtaining supplies from Medical Depots. The cooperation between hospitals with field units of this Battalion has been very gratifying.

d. The Surgeon has maintained a very rigid Venereal Disease program. Monthly lectures were given each unit and all available VD films were shown.

e. The only serious injuries and casualties suffered by this organization were caused by automobile accidents.

f. In no way has Aviation Medicine, Care of Flier Reports and Report of Airplane Accidents as pertains to this Battalion been applicable.

7. DENTAL ACTIVITY

Dental work is still practiced as previously reported. A van mounted on a 2-1/2 ton chassis covers all field units, making long trips for dental care unnecessary on the part of patients. Dental work necessary within the Bn Hq can always be taken care of in nearby hospitals. In no case has there been an emergency due to injury from enemy action or accident.

8. STATISTICAL MATERIAL

(1) Admission rates per 1000 per annum for:

	Jan	Feb	Mar
(a) All causes........................	142	163	142
(b) All Diseases......................	142	109	106.5
(c) Injuries..........................	0	0	0
(d) Battle Casualties.................	0	0	0
(e) Intestinal Diseases...............	0	0	0
(f) Venereal Diseases.................	0	24.2	0
(g) Neuropsychiatric..................	0	0	0.
(h) Common respiratory disease........	0	0	35.5
(i) Malaria...........................	0	0	0
(j) Jaundice..........................	0	0	0

(2) Non-effective rate per 1000: Blank
a. When a patient is admitted to a hospital, he is transferred from his unit to the detachment of patients in accordance with ETOUSA regulations.

(3) Patients Treated.
a. Number of Patient days (quartered): None
b. Number of Patient days (Hospital) : Blank
1. When a patient is admitted to a hospital he is transferred from his unit to the detachment of patients in accordance with ETOUSA regulations.

	Jan	Feb	Mar
c. Number of out-patients...........:	75	68	68
d. Number of treatments..............	94	87	81

(4) 918 semi-monthly physical examinations conducted. 133 Food Handler examinations conducted.

(5) Immunizations:

	Jan	Feb	Mar
a. Typhus............................	147	36	74
b. Typhoid...........................	120	19	5
c. Tetanus...........................	198	67	5
d. Small Pox.........................	125	21	15

(6) Venereal Disease:
a. Number of days lost - Blank
1. When a patient is admitted to a hospital he is transferred from his unit to the detachment of patients in accordance with ETOUSA regulations.
b. Average number of days lost per case for:
1. Gonorrhea - Blank
2. Syphilis - Blank
a. When a patient is admitted to a hospital he is transferred from his unit to the detachment of patients in accordance with ETOUSA regulations.

Jack M. Estes
JACK M. ESTES
Major, MC
Bn Surgeon

HQ 82ND FIGHTER CONTROL SQUADRON
OFFICE OF THE SURGEON
APO 374

5 April 1945.

SUBJECT: Quarterly Medical History.

TO : Surgeon, First Tactical Air Force (Prov), APO 374, U.S.Army.

In compliance with AR 40-1005, Circular Letter #179, Office of the Chief Surgeon, European Theater of Operations, U.S.Army, dated 7 December 1943, and Circular Letter #181, SGO, ASF, WD dated 30 October 1943 and Memorandum No. 25-5, Hq First Tactical Air Force (Prov), dated 11 December 1944, the following information is submitted.

a. Activities and Early History:
This organization was activated per General Order #3, dated 9 February 1942, Fourth Fighter Command at Harding Field, Baton Rouge, Louisiana, and was redesignated as "82nd Fighter Control Squadron" per General Order # 54, dated 20 May 1942, Fourth Air Force.

The original T/O & E was No. 1-47, dated 26 June 1943, modified by change No. 1, NATOUSA, 1 September 1943 and change No. 1, WD, dated 19 Otcober 1943. The T/O & E now in effect is No. 1-47, dated 18 October 1944.

The squadron left Harding Field, La., went to Muroc Bombing and Gunnery Range, then to Glendale, California and then to Los Angeles Information Center, Los Angeles, California. The organization was then ordered to March Field, California to prepare for overseas duty. After a few weeks preparation the squadron entrained for Camp Kilmer, N.J. Last minute preparations were made at Camp Kilmer and the unit embarked and, after a rather uneventful journey which lasted approximately two weeks arrived at the port of Mers El Kebir, vicinity of Oran, North Africa, 21 February 1943. Paul A. Exelby, Captain Medical Corps, was Squadron Surgeon at that time. The squadron medical detachment had had very little actual medical experience and Captain Exelby began to train the men in first aid and medical practice. Gradually each man found his place and the medical unit began to function properly. The unit moved to Thelepte, Tunisia, 20 March 1943. Here routine duties were performed until their move to Tebessa and then to Cape Bon, Tunisia, 30 May 1943. At this place the organization was divided into groups, the medical unit forming parts of Group One and Group Two which went to a staging area outside of Tunis, Tunisia. On 15 July 1943, some of the men boarded LSTs for Sicily, to be followed a few days later by the remainder of the organization. The squadron was together at Gela, Sicily. Nothing unusual occurred while at this location. Preparatory to the invasion of Italy, the squadron moved to Milazzo, Sicily. Captain Exelby and a group of enlisted men landed at Salerno, Italy, on "D" day, 9 September 1943. Soon the rest of the squadron followed and headquarters was established at Sant' Antimo, Italy, 10 October 1943. On 1 June 1944, the squadron took part in the Italian drive and after occupying several areas for a few days at a time, finally moved to Orbetello, Italy, in July. This ended the part that the squadron took in the Italian Campaign and the organization moved to Santa Maria, Italy, and

began preparations for the invasion of Southern France. Soon after "D" day the squadron arrived at San Tropez, France, then moved to Luneville, and then to Nancy, France.

Since its time of duty overseas, the squadron has had small groups of men on DS and SD to the 64th Fighter Wing and, in turn, the 64th Fighter Wing placed the men with corps and divisions. These men form a Forward Fighter Control section and direct dive-bombing and strafing of targets. Other groups of men have been placed on SD with outlying operational units of the 64th Fighter Wing and their job is to give homings and fixings to friendly aircraft.

The T/O calls for twenty nine (29) officers and two hundred ninety three (293) enlisted men. Present strength of the command is twenty eight (28) officers and two hundred eighty three (283) enlisted men. Quarterly strength for headquarters is six (6) officers and ninety (90) enlisted men.

b. Function and Organization:

Alfred E. Hillenbrand, Captain, M.C., is assigned as squadron surgeon but had been on DS to the 415th Night Fighter Squadron, and is at present on DS to Forward Sector Operations #2, 64th Fighter Wing. Joshua Oden, Captain M.C., was assigned as squadron surgeon but transferred to 371st Fighter Group, 31 January 1945. James L. Schiuma, Captain M.C., assigned to 593rd Signal Aircraft Warning Bn is on DS to this organization as acting squadron surgeon.

The medical unit has been taking care of headquarters detachment only, but has supplied both personnel and equipment to outlying operational units. There have been no medical administrative problems.

c. Training of Personnel, Equipment, Literature, Training Aids:

Medical personnel have been given lectures in the following subjects:

(1) Anatomy.
(2) First Aid.
(3) Personal Decontamination.
(4) Medical Reports and Records.
(5) Physiology.
(6) Venereal Diseases.
(7) Malaria and its Control.

d. Operational Problems and Solution:

There have been no operational problems. During the period covered by this report, the command has not been in combat.

e. General Environmental Sanitation:

During this period, the command has been housed in permanent buildings. The buildings have been very adequate both for housing of personnel and for operational purposes. Water has been obtained from authorized water points maintained by army engineers. Water has been chlorinated and potable at all times. Food in general has been good. The rations have been of the class "B" type. Fresh meat, butter and bread have been obtained and served. The ration has been sufficient and adequate and there has been no necessity for the use of vitamin supplements. All mess halls have been maintained in a satisfactory condition. There have been sufficient permanent toilets, making it unnecessary to build outdoor

latrines. All latrines were maintained in a satisfactory condition. All fluids have been disposed of through the regular sewage system. All other refuse is hauled away daily to an authorized disposal dump. Hot showers have always been available for members of this organization

f. Dental Service:
No problems have arisen in this regard. Men needing dental treatment have been taken care of promptly by dental officers at nearby hospitals. There have been no special items of interest.

g. Venereal Disease Control:
Lectures have been given twice a month and a number of venereal disease movies shown. A regulation prophylactic station has been maintained and operated by trained medical personnel. Chemical and mechanical prophylactic kits are easily available to all personnel.

h. Treatment of Battle Casualties, and Evacuation:
There have been no battle casualties and no problems in evacuation.

i. Statistical Material:
(1) Admission rates per 1000 per annum for:

(a) All causes.	10.2
(b) All diseases.	5.1
(c) Injuries.	5.1
(d) Battle casualties.	0
(e) Intestinal diseases.	0
(f) Venereal diseases.	0
(g) Neuropsychiatric diseases.	0
(h) Common respiratory diseases.	0
(i) Malaria.	0
(j) Jaundice.	0

(2) Non-effective rates per 1000.
Blank.
When a patient is admitted to a hospital, he is transferred from his unit to the detachment of patients in accordance with ETOUSA regulations.

(3) Patients treated.

(a) Number of patient days (quarters)	0
(b) Number of patient days (hospital)	0

When a patient is admitted to a hospital, he is transferred from his unit to the detachment of patients in accordance with ETOUSA regulations.

(c) Number of out-patients.	534
(d) Number of treatments.	863

(4) Physical examinations, types and number of each.

(a) Routine physical inspection.	576
(b) Physical examinations for infantry duty.	49

(5) Immunizations, types and number of cases.

(a) Small Pox Vaccine.	14
(b) Typhoid Fever Vaccine.	42
(c) Tetanus Toxoid.	40
(d) Typhus vaccine	109

Quarterly Medical History, dtd 5 Apr 1945. TO: Surg 1st TACAF (P) cont'd.

(6) Venereal Diseases.
- (a) Total days lost 0
- (b) Average number of days lost per case for:
  - (1) Gonorrhea. 0
  - (2) Syphilis. 0

Alfred E. Hillenbrand
ALFRED E. HILLENBRAND
Captain Med Corps
Surgeon.

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328TH FIGHTER CONTROL SQUADRON
Office of the Surgeon
APO 374

4 April 1945

SUBJECT: Quarterly Medical History of 328th Fighter Control Squadron.

TO : Surgeon, First Tactical Air Force (Prov), APO 374.

QUARTERLY HISTORY.

a. ACTIVITIES AND EARLY HISTORY.

(1) Date of Activation. 1 April 1943.
(2) Original Designation. 328th Fighter Control Squadron.
(3) Place of Organization. AAB, Paine Field Washington.
(4) Original T/O and E and Changes.
T/O 1-47, 11 May 1943.
Changes.
Ltr. WD, 26 June 1943.
Ltr. XII TAC, 29 May 1944.
Ltr. WD, 18 October 1944.
T/E 1-47, 26 June 1943.
Changes.
Change 1, WD 1 October 1943.
Natousa, 1 September 1943.
Ltr. WD, 18 October 1944.
(5) Unit Quarterly Strength. Authorized. 35 Officers 306 Enlisted men. Quarterly Strength: 35 Officers 264 Enlisted men.

The personnel of this organization are widely dispersed. Therefore this report deals only with those personnel in Headquarters, 3 Officers 55 men.

b. FUNCTION AND ORGANIZATION.

(1) Roster of Medical Personnel.

			Principal Duty
Commissioned:			
Capt.	David Kahn	O-1821032	Squadron Surgeon
Enlisted Men			
S/Sgt	Ernest E Monroe	36131709	NCO in Charge
Sgt	James W Hall Jr.	39086077	Clerk
Sgt	Howard Sullivan	38081892	Medical Technician
Cpl	Alfred Medeiros	31162288	Aid Man
Cpl	Dominick Petise	31171121	Medical Technician
Cpl	Lindley L Wieden	31146622	Medical Technician
Pfc	Joseph Liska	31171128	Aid Man
Pfc	Edward R Rothwell	31166044	Medical Technician

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(2) Assigment of Medical Department Personnel.

Commissioned:

Capt David Kahn Surgeon: DS to Control Center 2, 64th Fighter Wing, 4 June 44.

Enlisted Personnel:

S/Sgt	Ernest E Monroe:	Headquarters Squadron.
Sgt	James W Hall Jr:	DS Control Center 2, 64th Fighter Wing, 13 May 44.
Sgt	Howard Sullivan:	Headquarters Squadron.
Cpl	Alfred Medeiros:	DS 346 Signal Company 64th Fighter Wing, 25 Dec.44.
Cpl	Dominick Petise:	DS Control Center 2, 64th Fighter Wing, 13 May 44.
Cpl	Lindley L Wieden:	DS D.F. Station.
Pfc	Joseph Liska:	DS Control Center 2, 64th Fighter Wing, 13 May 44.
Pfc	Edward R Rothwell:	DS Control Center 1, 64th Fighter Wing, 28 June 44.

(3) Medical Administration.

Medical administration has been satisfactory directed by various medical officers to whom this headquarters has been assigned for medical care at various times during this report period.

c. TRAINING OF PERSONNEL, EQUIPMENT, LITERATURE, TRAINING AIDS.

1. Original Training.

S/Sgt Ernest E Monroe transferred in grade as NCO in charge of medical detachment, had basic training at Camp Grant, Illinois. He has been Red Cross instructor, instructor in ward work. He worked in surgery, dispensary and wards at Station Hospital, Paine Field, attaining his present grade as head wardmaster of that hospital.

Sgt James W Hall Jr, transferred in grade as medical clerk, had basic training at Tent City, Paine Field, under the supervision of the Station Hospital. He worked in wards of that hospital, attended Medical Technician's School at Fitzsimons General Hospital in Denver, Colorado, attended Chemical Warfare School at Paine Field, was NCO in charge of hospital dispensary, Paine Field.

Sgt Howard Sullivan, transferred to this organization as surgical technician, had basic training at Camp Grant, Illinois. He worked in wards at Station Hospital, Paine Field, attended Surgical Technician's School at Fitzsimons General Hospital. Worked in neuropsychiatric ward and surgery at Station Hospital, Paine Field.

Cpl Alfred Medeiros transferred as ambulance driver, had basic training at Station Hospital, Paine Field. He spent several months as aid man at satellite fields before entering this organization.

Cpl Dominick Petise transferred as surgical technician, had basic training at Station Hospital, Paine Field. He worked several months in medical and surgical wards at that hospital.

Cpl Lindley L Wieden transferred as medical technician, had basic training at Station Hospital, Paine Field. Worked in wards at Station Hospital Paine Field.

Pfc Joseph Liska transferred as ambulance driver, had basic training at Station Hospital, Paine Field.

Pfc Edward R Rothwell transferred as medical technician, had basic training at Station Hospital, Paine Field. He worked as ward attendant for nine months at that hospital.

In addition all of the personnel listed above have had an additional nineteen months of supervised training in all phases of medicalaid, dispensary practice, sanitation, and V.D. control.

2. Courses Conducted During this Quarterly Period.

1. Splints
2. Bandaging
3. Sanitation
4. Venereal Disease Control

This training has been accomplished by means of lectures and practical application.

d. OPERATIONAL PROBLEMS AND SOLUTION.

None,

e. GENERAL ENVIRONMENTAL SANITATION.

(1) Housing Facilities. This organization has been excellently housed in a permanent buildings throughout the period covered by this report.

(2) Water Supply. All drinking water has been obtained from Army water points, or from a potable municipal water supply; water from the latter source has been chlorinated in addition.

(3) Food and Messing. Class "B" ration has been issued to this command with supplemental fresh meats. The food has been well prepared. Messing facilities have been good.

f. DENTAL SERVICE.

All dental work has been accomplished at nearby Army Hospitals.

g. VENEREAL DISEASE CONTROL.

a. There has been a prophylaxis station maintained by medical personnel for use at all times.

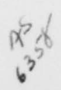
b. Condoms and V-packets have been available in the dispensary at no cost to the command.

c. Monthly lectures were given on the prevention of venereal disease. Posters and films have been shown to this organisation.

h. TREATMENT OF BATTLE CASUALTIES, AND EVACUATION.

(1) Treatment of Battle Casualties. There have been no battle casualties in this report period.

(2) Evacuation. There have been no evacuation problems. Army Hospitals at all times have been in close proximity to this organization.



1. STATISTICAL MATERIAL.

(1) Admission rates per 1000 per annum for:

	January	February	March
(a) All Causes	312	122.4	347
(b) All Diseases	312	122.4	347
(c) Injuries	0	0	0
(d) Battle Casualties	0	0	0
(e) Intestinal Disease	0	0	0
(f) Venereal Disease	0	129.6	34.1
(g) Neuropsychiatric Disease	0	0	0
(h) Common Respiratory Disease	208	208	436.3
(i) Malaria	0	0	0
(j) Jaundice	0	0	0

The venereal rates are figured for a strength of 299 for this organization. All other rates are for Headquarter strength only, numbering 58.

(2) Non-effective rates per 1000- Blank- When a patient is admitted to a hospital, he is transferred from his unit to the detachment of patients in accordance with ETOUSA regulations.

(3) Patients Treated.

	January	February	March
(a) Number of patient days. (quarters)	0	0	3

(b) Number of patient days. (hospital). Blank- When a patient is admitted to a hospital, he is transferred from his unit to the detachment of patients in accordance with ETOUSA regulations.

	January	February	March
(c) Number of out patients.	24	16	15
(d) Number of treatments.	30	39	37

(4) Physical examinations, types and number of each.

(a) Physical inspections were held twice a month in this organization.

	January	February	March
(b) Number examined.	98	99	108
(c) Form (63) examinations.	0	0	1

(5) Immunizations, Types and number of each.

	January	February	March
Smallpox	8	0	0
Typhoid	7	12	5
Tetanus	2	8	4
Typhus	9	23	20

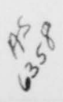
(6) Venereal Disease.

(a) Total Days Lost.

Hospital- Blank- When a patient is admitted to a hospital he is transferred from his unit to the detachment of patient in accordance with ETOUSA regulations.

Quarters.

None.



Cont'd Med. Hist. 328th Ftr Cont Sqdn.

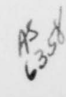
(b) Average Number of days lost per case for:

1. Gonorrhea. None.

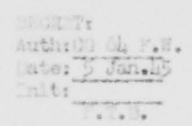
2. Syphilis. None.

David Kahn

DAVID KAHN
Capt., MC.
Surgeon



HEADQUARTERS
SIXTY FOURTH FIGHTER WING
Office of the Surgeon
APO 374, US Army



5 January 1945

SUBJECT: Medical History of the 64th Fighter Wing.

TO : Surgeon, First Tactical Air Force (Prov), APO 374, US Army.

1. Pursuant to directions contained in Memorandum No. 25-5, Headquarters First Tactical Air Force (Prov), dated 11 December 1944, the following history of Medical Department activities is submitted. This history includes that of the medical departments of both the 64th Fighter Wing and Headquarters & Headquarters Squadron which have been more or less combined in function throughout the existence of the Wing.

a. Activities and Early History.

(1) The 64th Fighter Wing was activated in December 1942 at Mitchel Field, Long Island, New York per Paragraph 1, G.O. #31, First Fighter Command as the 3rd Air Defense Wing.

(2) The original T/O and E was as follows:

Headquarters

One (1) Lt. Colonel MC.
One (1) Major MC.
~~One (1) 1st. Lt. MC.~~
One (1) 1st. Lt. MAC.
One (1) Technical Sgt.
One (1) Staff Sergeant.
One (1) Corporal
One (1) Private First Cl.

Headquarters Squadron

One (1) Captain MC.
One (1) Staff Sgt.
Four (4) Corporals.
Two (2) Pvt. First Cl's.

Equipment

99135 Brassard, Geneva Convention - 16

No.	Item	Qty	No.	Item	Qty
	Kit, First Aid			Kit, First Aid	
97115	Medical Officer	4	97115	Medical Officer	1
97110	Non-Commissioned Officer	4	97110	Non-Commissioned Officer	5
97120	Private	1	97120	Private	2
97785	Packet, First Aid Parachute	22	99350	Litter, Wood	4
97765	Kit, First Aid Aeronautic	6	99090	Blanket, OD	8
97774	Kit, First Aid, Motor Vehicle, 12 unit	4	97305	Squadron Aid Station	1

There have been no changes in the T/O and E since activation. However the medical department has at no time had its full complement of personnel. (See Appendix A for orginal roster of personnel). There have been many changes in officer personnel because of transfer and casualty and some, proportionately fewer, among enlisted personnel because of illness, transfer or rotation.

1627

(3) The approximate mean strength of Headquarters & Headquarters Squadron at the time of activation was 53 officers and 185 enlisted men. This remained about the same until the second quarter of 1943 when the 366th Signal Company Wing was assigned to the Wing. Since then the mean strength for medical care has been approximately 75 officers and 250 enlisted men.

b. Function and Organization.

(1) The following officers are assigned as of the end of the quarter:

Jack L. Doughtie, Lt. Col.,	MC.	Wing Surgeon
David R. Akers, Captain,	MC.	Asst. Wing Surgeon *
Milton Turner, 1st. Lt.	MC.	Squadron Surgeon **
Herbert L. Cross, 1st Lt.	MAC.	Wing Med. Adm. Officer

(* Acting Surgeon, Hq & Hq Sq., 64th Fighter Wing
** D.S. as Surgeon, Forward Sector Operations #2, 64th Fighter Wing.)

(2) (a) Headquarters Squadron
Problems of administration have been largely confined to the supervisory function of the Wing (See par (b) below). The assigned Squadron Surgeon has, because of functional reorganization of the Wing, been on D.S. to one of the Operational Units during much of the quarter. The work of his office (i.e. supervision of sanitation, operation of the Aid Station and preparation of reports and records) has been carried on by the Wing Surgeon or the Assistant Wing Surgeon during these times.

(b) Headquarters Activities
Activities of the Office of the Wing Surgeon have been greatly augmented during the quarter. About 15 August 1944, the 64th Fighter Wing underwent a functional reorganization because of change in operational objectives. The command was divided into two "Control Centers" and two "Forward Sector Operations" units, with personnel drawn from all "parent" organizations (2 S.A.W. Battalions and 2 Fighter Control Squadrons) and utilized in accordance with operational requirements.

The resulting wide separation of personnel from their parent units made it difficult for medical departments to render adequate service to them. Therefore medical departments of the Wing units were also reorganized in a manner similar to the entire Wing.

It was estimated that each Control Center with its outlying units (Radar and V.F.W. Radio Reporting Stations) would contain about 600 personnel and that each Forward Sector Ops. would have about 400. At the same time the Wing Units had rear echelons remaining at the invasion coast of Southern France with personnel totaling about 500.

The following disposition of Wing medical officer personnel was made about 15 September 1944:

Officer	Parent Organization	Duty Assignment
Jack L. Doughtie, Maj. MC.	Hq & Hq Sq. (Wing Surg.)	Wing Surgeon
Herbert M. Boden, Capt. MC.	Hq & Hq Sq. (Asst. Wing Surg.)	Actg. Surg. 82 & 328
David R. Akers, Capt. MC.	Hq & Hq Sq. (Squadron Surg.)	Sq Surg Hq & Hq Sq.
Milton Turner, 1st. Lt. MC	Hq & Hq Sq. (Asst Sq Surg)	Actg Surg FSO #2

S E C R E T

Medical History of the [illegible]th Fighter Wing, APO 374, US A[illegible].

Officer	Parent Organization	Duty Assignment
Ben G. Ross, Maj. MC.	582nd SAW Bn (Bn Surg)	Actg Surg. C.C.#2
Leonard Feit, Capt. MC.	582nd SAW Bn (Asst Bn Surg)	Actg Surg. F.S.O. #1
George F. Bogan, Capt. DC.	582nd SAW Bn (Dental Off.)	Actg Dent. Off.C.C.#2
Jack [illegible]. Estes, Maj. MC.	593rd SAW Bn (Bn Surgeon)	Actg Surg. C.C. #1
James L. [illegible], Capt. MC.	593rd SAW Bn (Asst Bn Surg)	Actg Surg. 582-593 rear
Warren [illegible]. [illegible], Capt. D.C.	593rd SAW Bn (Dental Off.)	Actg Den. Off. C.C.#1
Joshua Oden, Jr. Capt. MC.	82nd F.C.S. (Surgeon)	Actg Asst Surg C.C.#1
A. [illegible]. Hillenbrand, Capt. MC.	82nd F.C.S. (Overage)	[illegible]. 115 Site Ftr. Sq.
David Kahn, Capt. MC.	328th F.C.S.(Sq. Surg.)	Actg Asst Surg C.C.#1

Medical department enlisted personnel were drawn from various organizations to give each Control Center 5 men and each Forward Sector Ops. 4 men.

This disposition of personnel remained in effect during the quarter until the 15th December when the rear echelons moved up to join Wing Headquarters at Control Center No. 2. The two S.A.W. Battalion Surgeons were then returned to their organizations. Captain [illegible] became Acting Surgeon for the 82nd and 328th Fighter Control Squadrons, Captain Oden having been transfered from the Wing.

In order to insure adequate medical care to all units (which have moved very frequently) and to designate responsibility for sanitary inspections and preparations of reports and records, the Office of the Wing Surgeon maintains data on current locations of units and issues a weekly "station assignment list" specifically assigning units to each surgeon on a basis of geographical contiguity.(See Attached Sample—Appendix B)

The office also requires from each Surgeon a weekly informal report of the status of sanitary inspections, physical inspections of enlisted personnel and of V.D. control lectures in units assigned to him. (See Attached Sample—Appendix B).

An informal addenda sheet has also been added to the Weekly Statistical Report 86ab, upon which the name, serial number, diagnosis, etc. of all cases entered in the Patients Table are given. This prevents duplication in reporting of cases by "operational" and "parent" organizations.(See Attached Sample—Appendix B.)

Because of wide separation of units it has been deemed advisable in the interest of accuracy and promptness to consolidate reports of Units in the Wing Surgeon Office as much as possible. This has been done during the quarter successfully.

c. Training of Personnel, Equipment, Literature, Training Aids.

(1) Training of enlisted personnel for operation of the Squadron Aid Station and supervision of sanitation has had little emphasis during the quarter. Both their training in hospitals in the Continental U.S. and their experience through the North African and Italian Campaigns has made their work efficient in these respects.

S E C R E T

1628

Medical History of the 64th Fighter Wing, APO 374, US Army.

Because of assignment of the 64th Fighter Wing from the 12th Air Force to the 9th Air Force and then to the 1st. Tactical Air Force (Prov), and from AAFMTO to E.T.O., a great deal of training in changes in preparation of reports and records has been required by all personnel, both Officer and Enlisted. Much of this work has been accomplished by the Senior Non-commissioned Officers of the Hq & Hq Sq and of the Hq Detachment.

(2) There have been no changes in equipment.

(3) No literature or training aids have been produced during the quarter.

d. Operational Problems and Solution.

(1) During the quarter, the organization has moved twice, progressively northward in Eastern France. Because of the season and latitude the emphasis in preventive medicine has changed from malaria and the diarrheal diseases to the respiratory infections.

Personnel have been housed increasingly in permanent buildings or floored tents as they have been made available.

(2) Flying personnel assigned to the Wing are engaged largely in staff and administrative work and are not regularly flying combat missions. Consequently the specific problems of anoxia, frost bite, eye, ear nose and throat and others of Aviation Medicine and Flying Safety are not frequently met.

Similarly, although the organization operates in close support of combat troops, no battle casualties have occurred and field service to casualties is not a problem.

e. General Environmental Sanitation.

(1) At the beginning of the quarter the Squadron was living in tents in the field. With the onset of rainy, cold weather gradual transition to housing and working in permanent buildings was achieved. All personnel are now excellently sheltered and have adequate winter clothing including sweaters, the new type field jacket and overshoes. There has been no undue incidence of respiratory infections.

(2) Water for drinking and cooking purposes has in all instances, been drawn from army engineer water points. There were a few times, during moves, when water for washing and showers had to be drawn from civilian supplies. This was chlorinated in all cases.

(3) The organization has been on the Army "B" ration throughout the quarter This has been adequate at all times and has been well prepared. There were a few days, also during moves, when much variety in the ration could not be achieved, but in general, the mess has been excellent.

Mess facilities were housed in tents at the beginning of the quarter and were somewhat limited because of the recent move from Italy where considerable equipment such as tables, screens, etc. had to be abandoned. During the period these refinements have gradually been replaced. The present messes are in permanent, heated buildings, with good store rooms. Kitchen and mess gear washing equipment are well maintained.

(4) Disposal of wastes has been as follows:

(a) Liquids in soakage pits, the surfaces of which were burned off to destroy accumulated grease.

(b) Garbage disposal usually has been taken care of by local farmers who were anxious to obtain stock feed. In some cases garbage has been destroyed by burning in rock pits.

(c) Trash and cans in pits at sufficient distance from habitation.
(d) Human wastes by standard pit latrines and urinal troughs.

Diarrheal diseases have practically disappeared from the Squadron during the period.

f. Dental Service. Headquarters Squadron.

The organization has had no assigned dentist. For a part of the time it has been located in the same area as another unit of the Wing which has an assigned dentist and considerable work was accomplished by him for personnel of this organization. The balance of dental treatment has been of an emergency nature only and has been obtained at various Station or General Hospitals.

Dental service for the Squadron is not adequate at present and a request to have a dentist assigned has been submitted and approved by higher headquarters. The Dental Officer is expected to arrive in the near future, with field dental equipment which will be adequate for needs of the command.

g. Venereal Disease Control.

(1) Headquarters Squadron.

Apparently because of frequent movements and separation of parts of the unit during operations with consequent lessening of supervision of personnel, venereal disease rates for the quarter have been higher than the established maximum.

The organization is now again under one command, the new system of "pass checking" has been instituted and is being carried out. Additional emphasis has been placed on instruction and explanation of V. D. prophylaxis and use made of training films. It is expected that the rates will be substantially lower during the next quarter.

(2) Wing as a Whole.

Incidence of venereal disease in the Wing as a whole has averaged well below the expected maximum of 40 per 1000 per annum. However, because of high rates in some subordinate units an intensive program of venereal disease control has been instituted for the entire Wing during the quarter. (See attached directive-Appendix C.)

h. Treatment of Battle Casualties and Evacuation.

There have been no battle casualties. Evacuation of personnel requiring hospitalization has been no problem at any time. Adequate hospital facilities have always been located within a reasonable distance.

i. Statistical Material.

Headquarters Squadron, 64th Fighter Wing

(1) Admission rates per 1000 per annum:

	October	November	December
(a) All causes	534.2	183.0	171.2
(b) All Diseases	534.2	183.0	122.3
(c) Injuries	0	0	48.9

	October	November	December
(d) Battle Casualties	0	0	0
(e) Intestinal Disease	0	36.5	0
(f) Venereal Disease	177.9	36.5	122.3
(g) Neuropsychiatric Disease	0	0	0
(h) Common Respiratory Disease	89.0	0	171.2
(i) Malaria	0	0	0
(j) Jaundice	0	0	0

(2) Non-effective rates per 1000 Blank

"When a patient is admitted to a Hospital, he is transferred from his unit to the detachment of patients in accordance with [illegible] regulations".

(3) Patients treated.

	October	November	December
(a) Number of Patient days (Quarters)	0	0	0
(b) Number of Patient days (Hospital)		Blank	

"When a patient is admitted to a Hospital, he is transferred from his unit to the detachment of patients in accordance with [illegible] regulations".

	October	November	December
(c) Number of out-patients	91	129	129
(d) Number of treatments	213	267	267

(4) Physical examinations.

	October	November	December
Physical Inspection	305	309	323
Food handlers Inspection	349	200	193
Examination 63	0	0	4
Examination 64	0	0	1

(5) Immunizations

	October	November	December
Smallpox	33	27	50
Typhus stimulating	135	99	21
Typhoid stimulating	31	71	52
Tetanus stimulating	0	0	174

(6) Venereal Disease.

(a) Total Days lost.

There were no days lost because all cases of venereal disease were treated on duty status.

(b) Average number of days lost per case for:

	October	November	December
1. Gonorrhea	0	0	0
2. Syphilis	0	0	0

i. Statistical Material

64th Fighter Wing as a Whole

(1) Admission rates per 1000 per annum:

	October	November	December
(a) All causes	332.0	344.0	405.4
(b) All diseases	309.9	293.2	346.5

1632

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Medical History of the [illegible] Fighter Wing, APO 374, US Army.

		October	November	December
(c)	Injuries	22.7	51.6	51.9
(d)	Battle Casualties	0	0	6.9
(e)	Intestinal Disease	12.4	4.0	3.4
(f)	Venereal Disease	45.0	21.0	39.2
(g)	Neuropsychiatric Disease	0	0	3.4
(h)	Common Respiratory Disease	31.4	21.0	83.1
(i)	Malaria	17.9	4.0	0
(j)	Jaundice	4.4	0	13.8

(2) Non-effective rates per 1000. Blank

"When a patient is admitted to a Hospital, he is transferred from his unit to the detachment of patients in accordance with ETOUSA regulations."

(3) Patients treated.

		October	November	December
(a)	Number of Patient days (Quarters)	71	59	64
(b)	Number of Patient days (Hospital)		Blank	

"When a patient is admitted to a Hospital, he is transferred from his unit to the detachment of patients in accordance with ETOUSA regulations."

		October	November	December
(c)	Number of out-patients	1107	956	1059
(d)	Number of treatments	1590	1438	1504

(4) Physical examinations.

	October	November	December
Physical Inspection	1553	1474	3900
Food Handlers Inspection	775	500	502
Examination 63	0	0	4
Examination 64	0	0	1

(5) Immunizations

	October	November	December
Smallpox	469	150	224
Typhus stimulating	908	589	712
Typhoid stimulating	577	75	476
Tetanus	3	2	1020

(6) Venereal Disease.

(a) Total Days lost.

There were no days lost because all cases of venereal disease were treated on duty status.

(b) Average number of days lost per case for:

	October	November	December
1. Gonorrhea	0	0	0
2. Syphilis	0	0	0

JACK L. [illegible],
Lt. Col., MC.,
Wing Surgeon.

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1633

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S E C R E T

HEADQUARTERS
SIXTY FOURTH FIGHTER WING
Office of the Surgeon
APO 374, US Army

APPENDIX A.

Medical History, 64th Fighter Wing.

ROSTER OF ORIGINAL PERSONNEL

NAME	RANK	PRINCIPAL DUTY
Heany, John J.	Major MC	Wing Surgeon
Sawyer, Warren C.	1st Lt. MC	Asst Wing Surgeon
Meyer, Eugene III	1st Lt. MC	Squadron Surgeon
Cassedy, Jerome W.	2nd Lt. MAC	Med Adm Officer
Watts, Dale E.	T/Sgt.	Medical NCO (IC)
Adamik, Emil R.	S/Sgt.	Sanitary Technician
Shaughnessy, George A.	S/Sgt.	Medical NCO
Melat, William J.	Sgt.	Clerk
La Montagne, Robert A.	Cpl.	Clerk
Ceruti, Everette A.	Pfc.	Surgical Technician
Gerath, John F.	Pvt.	Surgical Technician
Lyons, Arthur D.	Pfc.	Medical Technician
Breinert, Arthur F.	Pvt.	Medical Technician
Peterson, Swan E.	Pvt.	Medical Technician
Paradise, George E.	Pfc.	Dental Technician
St. Germain, Reginald E.	Pfc.	Ambulance Driver

APPENDIX A.
Medical History, 64th Fighter Wing.

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S E C R E T

HEADQUARTERS 64TH FIGHTER WING
Office of the Commanding General
APO 374

SECRET
Auth: CG 64 F W
Date: 25 Dec 44
Init: [illegible]
F.T.B.

S P E C I M E N

25 December 1944

SUBJECT: Assignment of Units.

TO : Surgeons 64th Fighter Wing, APO 374, US Army

1. Assignment of units effective this date as follows.

Surgeon C.C. #1	Location
Hq Det C.C. #1	0-[illegible]
Iowa	0-5[illegible]500
Delaware	0-397[illegible]2
Boxcar	0-3[illegible]97
Dovetail	0-452746
Bunker	0-701303
Daisy	0-390450

Surgeon F.S.O.#1	Location
Hq Det. F.S.O. #1	Q-875113
Connecticut	Q-913163
California	Q-909111
Michigan	R-[illegible]06330
Ohio	R-[illegible]330
* Kansas	Q-[illegible]7
* Vermont	Q-469457
Florida	Q-928172
Maine	Q-487410
* Washington	Q-928172
Alabama	Q-487410
* Indiana	Q-895109
Football	Q-471453
Barter	Q-886110
G.O. Plat.#3	

Surgeon 582 SAW Bn	Location
Hq 582nd SAW Bn	U-9701
New York	U-9701
Texas	U-9701

Surgeon 593 SAW Bn	Location
Hq 593rd SAW Bn	U-331087

Surgeon C.C. #2	Location
Hq Det C.C. #2	U-832046
Dakota	Z-[illegible]82982
Colorado	U-895070
Oklahoma	Z-9[illegible]3950
Utah	Z-895995
Baggage	U-339038
Blackleg	U-784012
[illegible]	Z-506756
[illegible]	Z-944645
R.R.M.U.	U-793016
Peeper (SIS)	U-832047

Surgeon F.S.O. #2	Location
Hq Det. F.S.O. #2	P-075840
New Jersey	P-102978
Virginia	K-135050
Arizona	K-135050
Wyoming	P-155773
Cartoon	P-085871
[illegible]	K-029210
Classic	J-652110
Sneaky (SIS)	P-079451
G.O. Plat. #1	P-090837

Actg Surg 82/328 FCS	Location
Hq 82nd FCS	[illegible]-0801
Hq 328th FCS	V-9803

Surgeon Hq Hq Sq	Location
Hq Hq Sq	U-832046
346th Sig Co Wg	U-832046
Kosher	V-692065
Elite	Q-810182
Adkin	Q-501158

* indicates change in assignment or location

APPENDIX B
Exhibit No. 1
Medical History, 64th Fighter Wing

S E C R E T

FORWARD SECTOR OPS #1
64th FIGHTER WING
APO #374, US ARMY
(HEADING)

S P E C I M E N

Subject: Report of Sanitary Inspections for Week [illegible]

22 December 1944

To : Surgeon, 64th Fighter Wing, APO 374, [illegible]

UNIT	[illegible]	[illegible]
MICHIGAN	Dec 19	Sanitation Satisfactory
ALABAMA	Dec 19	Sanitation Excellent
CALIFORNIA	Dec 19	Sanitation Excellent
OHIO	Dec 19	Unit was moving. Sanitation under these conditions very good.
FOOTBALL	Dec 19	Sanitation Satisfactory.
FWD OPS #1 HQ	Daily	Sanitation Good.

Physical inspection of Enlisted Men:
Performed at time of visit.

In conformity with Memo No 25-4, Hq First Tactical Air Force Prov, 3 December 1944, Innoculations are being brought up to date.

APPENDIX "B"

Exhibit 2. Quarterly Med History,
64th Fighter Wing.

/s/ L. Beit, Capt, M.C.
(SURGEON)

64TH FIGHTER WING
APO, 374

S P E C I M E N

ADDENDA SHEET FOR 86b

UNIT OR
ORGANIZATION REPORTING Hq Hq Sq, 64th Ftr. Wg. VU-839038. WEEK ENDING 15 December 1944.

NAME, RANK, A.S.N.	PARENT ORGANIZATION	DIAGNOSIS, INCLUDING V.D. AND CASES CARDED FOR RECORD. IF INJURY, STATE HOW, WHEN & WHERE.	HOSPITAL NAME AND DATE	QUARTERS DATE	RETURN TO DUTY DATE
Ford, Omer D. Pfc. ASN-36072808	Hq Hq Sq., 64th Fighter Wing	Carbuncle of Abdomen	12th Evac Hosp 11/15/44		
St Germain, Reginald Pfc. ASN-31201426	Hq Hq Sq., 64th Fighter Wing	Primary Lobar Pneumonia.	21st Gen Hosp 11/25/44		12/10/44
Ramano, Peter S. Pvt. ASN-32724181	Hq Hq Sq., 64th Fighter Wing	Bronchitis, Acute		12/12/44	12/13/44
M——— A———., Sgt. ASN———	Hq Hq Sq, 64th Fighter Wing	Gonorrhea, Acute, New "CRO"		12/12/44	12/12/44

APPENDIX B
Exhibit No. 3
Medical History, 64th Fighter Wing

SURGEON ______________________ MC

DAVID R. AKERS, Captain, MC.,
Actg Squadron Surgeon.

S E C R E T

HEADQUARTERS 64TH FIGHTER WING
Office of the Commanding General
APO # 374

SECRET:
Auth: CG 64 F.W.
Date: 2 Dec 44
Init: ______
F.T.B.

2 December 1944

SUBJECT: Venereal Disease Control.

TO : Commanding Officers, All Units, Control Centers, Forward Ops., Stations and Non-Coms in charge of Stations, this Headquarters.

1. Attention is directed to report "Incidence of Veneral Disease in Units of XII T.A.C. for Month of October, 1944", Headquarters XII Tactical Air Command, dated 20 November 1944, copy of which is attached. It will be noted that three Units of the 64th Fighter Wing are included among those whose venereal disease rate exceeds the maximum acceptable, namely 40 per 1000 per annum.

2. In order to reduce the incidence of venereal disease in this organization the following program will be instituted immediately:

a. The system of "pass" checking as described in memo No. 25-12, Hq. 9th A.F., dated 3 October 1944 (copy attached) will be carried out in complete detail immediately.

b. General inspections and sanitary inspections of units will include observation to insure that an adequate supply of mechanical and chemical prophylactics are kept <u>in the orderly room</u> and that the necessary <u>fresh</u> drugs and equipment for the administration of the standard army "station prophylaxis" are present in the Unit aid station. It is emphasized that every man who goes on "pass" or leave will be urged, although not compelled, to carry both mechanical and chemical prophylactics with him.

c. Use of visual aids such as motion picture films, venereal disease posters, etc., will be made to the fullest extent.

d. Commanding officers or non-commissioned officers in charge of each unit (including Radar Stations and V.H.F. Stations) will in cooperation with medical officers, arrange that every enlisted man (by roster check) attends a talk on venereal disease prophylaxis <u>at least</u> once a month.

e. In addition to the information now forwarded each week to the Surgeon, 64th Fighter Wing, on the "Report of Sanitary Inspections", Surgeons will list the Units to whom venereal disease talks have been given during the week and the date of each.

3. The Commanding Officer of Units, Control Centers, Forward Ops and Stations, including non-commissioned officers in charge of stations, is responsible to the Commanding General, this Headquarters, for taking prompt and effective measures to prevent venereal disease. His record in this respect will receive my personal attention. Unless the venereal disease rate is reduced, more stringent measures will be adopted.

GLENN O. BARCUS,
Brigadier General, USA,
Commanding

DISTRIBUTION:
"A" "B" & "I" plus Surgeons

HEADQUARTERS 64TH FIGHTER WING
Office of the Surgeon
APO 374

3 December 1944

SUBJECT: Medical Department History.

TO : A-2, 64th Fighter Wing, APO 374 US. Army.

1. Pursuant to instructions contained in unnumbered Memorandum, Hqs. 64th Fighter Wing, dated 25 November 1944 submit herewith history of the Medical Department 64th Fighter Wing for the period 15 August 1944 to 1 December 1944.

On August 15, 1944 the medical department was divided to render medical service to the various operational units of the 64th Fighter Wing during the invasion of Southern France. Personnel providing medical service during and immediately following the landing on "D" day were drawn from all the basic units of the 64th Fighter Wing. Some entered France on "D" day with sufficient supplies and equipment to provide necessary care during actual landings and the ensuing few days. The balance remained in Italy, moving into France at intervals up to "D" plus 45 as the "Rear" organizations were brought over. Wing Headquarters moved from the staging area near Naples to St. Tropez, France on "D" plus 15.

During the staging period in Italy and the time immediately after the landings in France, it was noted that there was an increase in the venereal disease rate from 52 per 1000 per annum to a peak of 98 per 1000 per annum. Intestinal disease rates remained fairly stable. (25 per 1000 per annum.) Due to incomplete supervision in administration of Atabrine prophylaxis, there was a slight increase in malaria rate (from 10 to 27 per 1000 per annum.) Total admissions to hospital or quarters from all causes were increased during the staging interval and invasion (from 320 to 350 per 1000 per annum.) There was only one case of injury among Wing personnel due to enemy action.

Few additions to medical supplies were necessary after landings and these were obtained without difficulty from Ground Forces depots. No unusual medical problems were encountered at this time.

The Wing was bivouaced in tent camps in the vicinity of St. Tropez. The areas were excellent and morale of the men was high. No unusual medical problems were encountered at this time.

An advance party of Wing Headquarters moved to join Operations #2 at Biol near Brugoyne, France on 3 September 1944. Shortly after arrival at Biol, functional reorganization of the Wing to take over control of fighter bomber groups was instituted. The Wing was organized into two (2) Control Centers and two (2) Forward Sector Ops. This necessitated re-distribution of Medical Department personnel, both officer and enlisted. A plan was devised whereby two (2) medical officers, one (1) dental officer and five (5) medical enlisted men were assigned to each Control Center; one (1) medical officer and four (4) medical enlisted men to each Forward Sector Ops. (It was estimated that personnel of each Control Center would be about 600 and of each Forward Sector Ops about 400.) Their functions were to render medical service, perform sanitary and physical inspections, give immunizations, porpare medical department reports, etc., not only for the Headquarters of the Control Center and Forward Sector Ops., but also for all out-

lying units (Radar and V.H.F.) operating with each Control Center and Forward Sector Ops.

In order to insure equitable distribution and to avoid confusion in regard to responsibility for service to outlying units, a system of checks was devised by the Wing Surgeon's Office. The office now maintains a map showing current location of all units of the Wing and issues a weekly list of assigned units to each Surgeon. It also requires a weekly report of sanitary and physical inspections made and venereal disease talks given from each Surgeon. A perpetual chart of these activities is kept.

As penetration deeper into France progressed and separation of Units of the Wing increased, it was deemed advisable to have Medical Department reports pass through the Office of the Wing Surgeon for review and consolidation for forwarding to Higher Headquarters in the interest of accuracy and efficiency. At present all reports except the Monthly Sanitary and Report of Medical Department Personnel and Equipment are consolidated by the Wing Surgeon.

Since reorganization of the Wing, Headquarters has moved twice; first to Dole, France, then to Ludres near Nancy, France--the present location. The organization was housed in tents at Miol and Dole but was moved into buildings at Ludres.

There have been no serious medical problems for the Wing as a whole since moving into France. There was a rise in rate of respiratory infections, partly a natural seasonal one and probably also because of change from a warm, dry climate to a cold damp one. Intestinal diseases have declined markedly, due partly to the season variation and partly to better sanitary conditions in all units. It is interesting to note that several cases of malaria occurred in the Wing following cessation of Atabrine prophylaxis. All were considered to be long standing infections, probably incurred in Sicily or Italy which had been clinically suppressed by Atabrine. This is a practical demonstration of the efficacy of one original purpose of the prophylaxis; namely, to keep men in action until the tactical situation permits their hospitalization. There has been a steady decline in venereal disease rate (to 26 per 1000 per annum) since the peak rate during staging. Rates of some units of the Wing are still higher than the maximum expected by higher headquarters and an intensive program for venereal disease control has been instituted. Rate of Admissions to hospital or quarters from all causes has remained about the same.

There have been a few minor difficulties in drawing medical supplies due to movements and changing of Service Groups. Ground Forces Depots have been used in the interim and, for the most part, have been very cooperative in furnishing supplies. At present most supplies are again being obtained through Service Groups.

Hospital facilities have at all times been adequate and usually conveniently located.

JACK L. DOUGHTIE,
Lt. Col., M.C.,
Wing Surgeon

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703

Wg Surgeon
1613

HEADQUARTERS 64TH FIGHTER WING
Office of the Commanding General
APO # 374

25 November 1944.

MEMORANDUM

TO : (See Distribution)

References: AR 345-105, FM 101-5, Pars. 41-46

1. The A-2 Section, Headquarters 64th Wing, is preparing a Wing History from the period 15 August 1944 to 1 November 1944.

2. In order to make an adequate presentation of Wing activities for this period, it is requested that the staff sections listed below prepare a summary of their activities for the period mentioned, to be received at the A-2 Office on or before 4 December 1944.

3. Any desired exhibit may be attached to the summary.

4. It is requested that necessary information be maintained in easily accessible form for future periods of the Wing History.

By command of Brigadier General B[illegible]:

Frank S. Swain

FRANK S. SWAIN,
Major, Air Corps,
Actg. Executive.

DISTRIBUTION:

Adj. Gen.	Wg. Surgeon ✓
A-1	AAA
A-3	Statistical O.
A-4	Senior Control.
Radar O.	Signal O.
Comm. O.	Spec. Serv.

MEDICAL HISTORY, REF par 1, filed under Correspondence, Off Surg.

1642

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S E C R E T

HEADQUARTERS & HEADQUARTERS SQUADRON
SIXTY-FOURTH FIGHTER WING
Office of the Surgeon
APO 650, U. S. Army

12 August 1944.

SUBJECT : Medical History of the 64th Fighter Wing.

TO : The Surgeon, AAFSC/MTO, APO 528, U. S. Army.

Pursuant to authority contained in Memorandum 25-13, AAFSC/MTO dated 12 July 1944, the following Medical History is submitted. This history includes that of the medical departments of both the 64th Fighter Wing and Headquarters and Headquarters Squadron which have been combined in function throughout the existence of the Wing.

1. PREVIOUS HISTORY. On 10 January 1944 a medical history was submitted by Eugene Meyer III, Captain MC, summarizing the history as of 31 December 1943. A brief narrative summary covering the time up to 31 December 1943 however is resubmitted.

a. Activation and Designation. The 64th Fighter Wing was first activated in December 1942 at Mitchel Field, Long Island, New York, by GO #31, par 1, Hq, 1st Fighter Command as the 3rd Air Defense Wing. The T/O and E at that time was:

Headquarters	Headquarters Squadron
One (1) Lt. Col., MC.	One (1) Captain, MC.
One (1) Major, MC.	One (1) S/Sgt.
One (1) 1st. Lt., MC.	Four (4) Cpls.
One (1) 1st. Lt., MAC.	Two (2) Pfcs.
One (1) T/Sgt.	
One (1) S/Sgt.	
One (1) Sgt.	
One (1) Cpl.	
One (1) Pfc.	

The equipment was as follows:

No.	Item	Qty
99135	Brassard, Geneva Convention	16
	Kit, First Aid,	
97115	Medical Officer	4
97110	Non-commissioned Officer	4
97120	Private	1
97785	Packet, First Aid Parachute	22
97765	Kit, First Aid, Aeronautic	6
97774	Kit, First Aid, Motor Vehicle, 12 unit	4

No.	Item	Qty
	Kit, First Aid	
97115	Medical Officer	1
97110	Non-com. Officer	5
97120	Private	2
99350	Litter, Wood	4
99090	Blanket, OD	8
97305	Squadron Aid Station	1

S E C R E T

Medical History of the 64th Fighter Wing, APO 650, U. S. Army.

1. PREVIOUS HISTORY (Cont'd).

The following medical officers were assigned while at Mitchel Field: Major John J. Meany MC; 2nd Lt. Jerome W. Cassedy MAC; 1st. Lt. Eugene Meyer III, MC; and 1st. Lt. Warren C. Sawyer MC. The following enlisted men were assigned, coming from Army Air Base, Richmond Virginia: T/Sgt Gale W. Watts; S/Sgt George A. Shaughnessy; Cpl Robert A. LaMontagne; Pfc Reginald D. St Germain and Pfc George E. Paradise, the remaining enlisted personnel being acquired from Mitchel Field, S/Sgt Emil R Adamik; Sgt William J. Melat; Pfc Everett A. Ceruti; Pfc Arthur D. Lyons; Pfc Swan H. Peterson; Pvt John P Gerath; Pvt Arthur P. Greinert; Pvt Charles F. Suderland; Pvt Harvey J. Freese, and Pvt Harry Bartell. All personnel had various practical training in hospital wards, only one had attended an Army Medical Corps School. S/Sgt Emil R. Adamik had attended the Army Medical Center at Walter Reed General Hospital. Pfc George E. Paradise had been trained as a dental assistant.

While at Mitchel Field all personnel of the command were immunized for overseas duty. Lectures were given two hours a day to the medical personnel on first aid treatment of shock, chlorination of water etc. While in training Pvt Suderland, Pvt Freese and Pvt Bartell were dropped from the command.

The organization departed for foreign duty 8 February 1943, and arrived at Oran, Africa, 22 February 1943, from where they immediately moved to a bivouac area five (5) miles Northwest of St. Barb, called by the Personnel "Mud Hill". Since it was only a temporary area the dispensary equipment was not set up, all patients on sick call being taken to the 159th Aviation Medical Dispensary, which was set up in the immediate area. While at "Mud Hill" there was very little sickness, only one case had to be evacuated to a hospital because of acute appendicitis.

While at "Mud Hill", Major John J. Meany MC, was moved up farther toward the front line to aid in medical care. While on this duty the vehicle he was in hit a land mine and he was killed. Around the 8th of April Major Nicholas F. Atria MC, was assigned to the command and appointed Wing Surgeon. Captain Warren C. Sawyer MC, was appointed Assistant Wing Surgeon on 20 April 1943. 1st. Lt. Eugene Meyer III, MC, having been assigned as Headquarters Squadron Surgeon when command was first organized. 2nd. Lt. Jerome W. Cassedy as Medical Administrative Officer.

On 21 March 1943 the command left "Mud Hill" and arrived at Tebessa, Africa 26 March 1943. The history prevoiusly submitted covers the medical history from 26 March 1943 to 31 December 1943.

On 10 July 1943 Cpl George E. Paradise was evacuated to Africa because of an anxiety neurosis as a result of narrow escapes from enemy artillery fire. It was later learned that he was returned to the Zone of Interior and discharged from the Army.

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S E C R E T

Medical History of the 64th Fighter Wing, APO 650, U. S. Army.

1. PREVIOUS HISTORY (Cont'd).

The latter part of July 1943, 1st Lt. John H. Drumheller DC, was assigned to the command and carried as an overage.

On 12 August 1943 the 3rd Air Defense Wing was redesignated as the 64th Fighter Wing with no changes in T/O & E.

In November 1943 1st Lt. Jerome W. Cassedy MAC, was transferred to the 12th Air Support Command.

2. ADMINISTRATIVE HISTORY.

a. Activation is given in above sub-par a., par 1.

b. Personnel Matters. In January 1944 the command was located in Frattamaggiore, Italy, having a seven bed infirmary, a dispensary and a laboratory located in a rope factory. In the previous report submitted by this organization a complete description of the set up was given. While at Frattamaggiore, the command was housed in permanent buildings.

Since January 1944 there has been more or less a general functional reorganization of the command. The 2691st Signal AW Bn (Prov) was redesignated as the 582nd Signal AW Bn on 15 January 1944. In March and April 1944 the 346th Signal Company Wing, 593rd Signal AW Bn and the 328th Fighter Control Squadron were new organizations assigned. At the first of the year there was only one Operations Unit plus Wing Headquarters, but the new set up calls for four (4) different Operations Units and Wing Headquarters and Headquarters Squadron. The 593rd Signal AW Bn and 582nd Signal AW Bn have two medical officers each who are to take care of their own organizations including the different Radar Units scattered throughout the area. The 346th Signal Co Wing, has no medical personnel but is taken care of by Headquarters Squadron Dispensary. The 82nd Fighter Control Squadron and 328th Fighter Control Squadron each has one medical officer and its enlisted personnel. It is from the latter two organizations and Headquarters and Headquarters Squadron, of the 64th Fighter Wing that medical personnel are supplied to the various operations. Operations Unit #2 was activated in January 1944, going in on the Anzio invasion. Fortunately enough we had no battle casualties or any medical problems of consequence.

The quarterly roster of medical personnel ending 31 March 1944 is as follows:

NAME	RANK	SERIAL NO.	PRINCIPAL DUTY
~~Young, Leslie W.~~	~~Major~~	~~0-239515~~	~~Wing Surgeon~~
Meyer, Eugene III.	Capt.	0-483883	Asst Wing Surgeon
Turner, Milton (NMI)	1st Lt.	0-1690684	Squadron Surgeon
* Atria, Nicholas F.	Lt. Col.	0-20561	Transferred
* Sawyer, Warren C.	Major	0-492856	Transferred
* Drumheller, John H.	1st Lt.	0-1725597	Transferred

<u>S E C R E T</u>

Medical History of the 64th Fighter Wing, APO 650, U. S. Army.

2. ADMINISTRATIVE HISTORY. (Cont'd).

b. Personnel Matters. (Cont'd).
The quarterly roster of medical personnel continued:

Watts, Gale W.	T/Sgt.	19050364	Transferred
Adamik, Emil R.	S/Sgt.	12022257	Medical NCO
Shaughnessy, George A.	S/Sgt.	31048093	Medical NCO
Melat, William J.	Sgt.	35467628	Clerk
LaMontagne, Robert A.	Sgt.	1113775	Transferred
Ceruti, Everett A.	Cpl.	31204452	Surgical Technician
Lyons, Arthur D.	Cpl.	31084317	Medical Technician
Greinert, Arthur P.	Cpl.	36255501	Medical Technician
Gerath, John P.	Cpl.	36261310	Surgical Technician
Peterson, Swan H.	Cpl.	36261315	Transferred
St Germain, Reginald D.	Pfc.	31401426	Ambulance Driver

In the first part of June 1944 Operations #3 and #4 were activated. The personnel making up the different Operations were drawn from all of the organizations coming under command of the 64th Fighter Wing.

Movies were shown two (2) times weekly, stage shows about every week. Officers and enlistedmen had their own clubs and in general the moral of the personnel was very good.

The malaria control problem in this area was small and little spraying of water etc was needed. The surgeons office PBS was active in the sanitation work about the town.

All personnel had mosquito bars, took atabrine daily and used Freon Bombs daily in all quarters. As will be noticed by the inclosed charts appended to this report (SEE: Chart 2. appendix B) there was very little difficulty encountered with Malaria in the first three (3) months but four (4) cases did occur in April, May and June. During the first five (5) months of the year we were having several cases of Hepatitis still showing up, however in June we did not have one case. Apparently the epidemic of Hepatitis that had started back a few months previously was abating.

Venereal disease control was never much of a problem, however we still had a few cases each month. Talks and demonstrations were given at frequent intervals in an attempt to keep the venereal disease rate at a minimum. A prophylactic station was always available (24) hours a day.

Since the first of January there has been considerable change in medical personnel, the following being a summary of the changes made: Lt. Col. Nicholas F. Atria MC, was replaced by Major Leslie W. Young MC, as Wing Surgeon. Major Warren C Sawyer MC, Assistant Wing Surgeon was

2. ADMINISTRATIVE HISTORY. (Cont'd).

b. Personnel Matters. (Cont'd).

transferred to XII ASC, in January 1944. Captain Eugene Meyer III, MC, Squadron Surgeon was relieved of that duty and appointed Assistant Wing Surgeon. 1st Lt. John H. Brasheller DC, Wing Dentist and Cpl Swan H. Peterson dental assistant were transferred to XII ASC. T/Sgt Gale W. Watts was sent on TD to 12th Air Force and later assigned thereto. Sgt Robert A. La Montagne was sent back to Africa on TD and later transferred from the organization in February 1944. In March, 1st Lt. Milton (NMI) Turner MC, was transferred from 82nd Fighter Control Squadron to Headquarters Squadron, 64th Fighter Wing and was immediately assigned on DS to Operations #2. In April, Major Leslie W. Young was transferred to XII TAC, and Major Edward J. Schultz MC, replaced Major Young as Wing Surgeon. In June Major Schultz MC, was transferred to 12th Air Force and Major Jack L. Doughtie, MC, was assigned as Wing Surgeon. Captain Eugene Meyer III, MC, was sent on DS to 12th Air Force and later transferred to the Zone of Interior. Captain Herbert M. Boden MC, was transferred into the 64th Fighter Wing and assigned as Assistant Wing Surgeon. In June 1st Lt. Milton Turner was relieved of his duties as Headquarters Squadron Surgeon and carried as an overage. Captain David R. Akers MC, was transferred from the 22nd Replacement Center to the 64th Fighter Wing and assigned as Headquarters Squadron Surgeon. (The authority for the above mentioned changes are given in appendix A).

The first of June 1944 the command moved to Circeo Point, Italy. While at Circeo Point an infirmary, dispensary and prophylactic station were set up. After leaving this area and arriving at Rocca Di Papa, Italy, it was considered impractical to continue the infirmary and most of the equipment returned to medical supply. On the 23rd of June the command moved to Orbetello, Italy. During the month of June admissions due to disease were small. Only one (1) case of Malaria occurred but it will be noted that we had four new cases of venereal disease. It is felt that this is due to the fact that we were on the move frequently and did not have as good control of personnel as is usual. (SEE: Graphic chart No. 2, of appendix B.)

Because the organization has been fortunate enough to find excellent terrain for campsites little mosquito control has been necessary. Personal preventative measures have been all that were required. Even though the control of mosquito breeding has been no problem, the command was given a four (4) hour lecture course during the month of June, on Mosquito Control, Prevention of Malaria, and on Malaria itself. One (1) film on Malaria was shown.

S E C R E T

Medical History of the 64th Fighter Wing, APO 650, U. S. Army.

2. ADMINISTRATIVE HISTORY. (Cont'd).

b. Personnel Matters. (Cont'd).

The quarterly roster of medical personnel ending 30 June 1944 is as follows:

	Name	Rank	Serial No.	Duty
*	Young, Leslie R.	Major	0-239515	Transferred
	Schultz, Edward J.	Major	0-3276191	Wing Surgeon
*	Meyer, Eugene III.	Capt.	0-488863	Transferred
*	Turner, Milton (DMC)	1st Lt.	0-1690684	D/S
	Adamik, Emil R.	S/Sgt.	13022257	Medical NCO
	Shaughnessy, George A.	S/Sgt.	31048093	Medical NCO
	Melat, William J.	Sgt.	35467620	Clerk
	Caruti, Everett A.	Cpl.	31204452	Surgical Technician
	Lyons, Arthur D.	Cpl.	31084567	Medical Technician
	Greinert, Arthur P.	Cpl.	36255501	Medical Technician
	Gerath, John P.	Cpl.	36261310	Surgical Technician
	St. Germain, Reginald D.	Pfc.	31401426	Ambulance Driver

It appears that the organization of the command into four (4) Operational Units will be continued. In practice in the months during which the command has been so separated the medical departments, in some cases, have found difficulty in covering the widely separated Operations. The difficulties are due both to shortage of medical officer personnel and to distribution of enlisted personnel and shortage of equipment, especially vehicles. The T/O of June 30 shows a shortage of four (4) enlisted personnel but since the Wing is not now operating an infirmary it is felt that filling these shortages is not necessary. Since the Africian Campaign, access to hospitals and simplicity of evacuation of patients is so excellent that it seems likely that the Wing Infirmary will not need to be set up again.

A request for a new T/O & E was submitted sometime ago but was disapproved. With the Wing organized as it is and functioning in the field the following T/O & E for the Wing Medical Section is again suggested:

Headquarters T/O

One (1) Wing Surgeon MC.
One (1) Asst Wing Surgeon MC.
Two (2) Officers, MC.
One (1) Ops #1.
One (1) Ops #2.
One (1) Dental Officer
One (1) T/Sgt. NCOIC
One (1) Sgt. Clerk
One (1) Pfc. Dental Tech.
One (1) Pfc. Driver

Headquarters Squadron T/O

One (1) Squadron Surgeon
One (1) S/Sgt NCO
Two (2) Cpl Surg Tech
Two (2) Cpl Med Tech
Two (2) Pfc Driver
One (1) Pvt Clerk

1648

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2. ADMINISTRATIVE HISTORY. (Cont'd).

b. Personnel Matters. (Cont'd).

Suggested T/O & E of the Wing Medical Section continued:

Headquarters T/E		Headquarters Squadron T/E	
Ambulance	- 1	Ambulance	- 1
Jeep	- 1		
Dental Van	- 1		
2½ Ton Truck & Trailer	- 1		
Kit, First Aid	-	Kit, First Aid	
97115 Officer	- 4	97115 Officer	- 1
97110 Non-com Officer	- 3	97110 Non-com Officer	- 5
97120 Private	- 1	97120 Private	- 2
99350 Litter, Wood	- 4	99350 Litter, Wood	- 4
99090 Blankets, OD	- 8	99090 Blankets, OD	- 8
97575 Chest MD #4	- 1	97774 Kit, First Aid, Motor Vehicle, 12 unit	- [illegible]
		97305 Squadron Aid Station	- 1
		94095 Chest Laboratory Field	- 1

3. ENVIRONMENTAL HISTORY. In general the locations of campsites have been very fortunate. At no time have extensive mosquito control measures been necessary and only four (4) cases of Malaria occurred, all except one of which were considered to recurrent from infections incurred in Sicily.

No other disease bearing insects, except flies, have been encountered. At all times the commanding officers of the Wing and of the Headquarters Squadron have been very receptive to recommendations by the medical department and have acted promptly to improve sanitation facilities. At some times the usual materials for construction of sanitary devices have been unobtainable and considerable ingenuity has been used in devising improvisations. As for example in erecting shower baths and constructing messkit washing facilities.

4. OPERATIONAL HISTORY.

a. The 64th Fighter Wing and its Headquarters Squadron personnel function in control of various Fighter Squadrons and Groups which are assigned to it, many of which have been British and are, as far as the medical departments are concerned, autonomous. Hence, the problems of Aviation Medicine have been little concern.

b. In regard to professional functions there is little of special interest to relate, except regarding a mild epidemic of acute Hepatitis a description of which was appended to the report of Essential Technical Medical Data Report for January 1944. There have been no battle casualties in the period of this report.

4. 4. OPERATIONAL HISTORY. (Cont'd).

c. No veterinary personnel are assigned to the Wing.

5. STATISTICAL HISTORICAL MATERIAL.

a. Sick and Wounded Records.

(1) Admission rates per 1000 per annum for the following are shown on Graphic Chart No. 1. and 2. appended to this report:

All Causes	Intestinal Disease	Malaria
All Diseases	Venereal Disease	Jaundice
Injuries	N. P. Disease	Other Diseases
Battle Casualties	Common Respiratory	of unusual interest

(2) Non-effective rate per 1000 per annum for unit. (This includes all time lost in quarters.) (SEE: Graphic Chart No. 3., Appendix B)

(3) Patients Treated.

	Jan	Feb	Mar	Apr	May	June
Total patient days for quarters patients	140	61	73	69	68	19
Total patient days for hospital patients	(Hospitals report hospital days.)					
Number of out-patients	127	122	166	153	166	390
Number of out-patients treatments administered	400	346	375	343	354	576

(4) Physical Examinations.

	Jan	Feb	Mar	Apr	May	June
Semi-monthly physical inspections	325	320	280	278	540	400
Food Handlers inspections	23	22	21	23	38	35

(5) Immunizations.

	Jan	Feb	Mar	Apr	May	June
Smallpox Vaccination	5	13	3	25	33	0
Typhoid, Stimulating ½ cc	3	1	4	0	7	0
Typhus, Stimulating 1 cc	40	6	15	4	112	0
Tetanus, Stimulating 1 cc	1	0	3	0	6	2

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5. STATISTICAL HISTORICAL MATERIAL. (Cont'd).

a. Sick and Wounded Records. (Cont'd).

(6) Admissions to Sick Report. (Computed rates per 1000 per annum.)

	Jan	Feb	Mar	Apr	May	June
Number of admissions to quarters	86	59	36	27	48	22
Number of admissions to hospital	18	39	88	31	76	16

(7) Venereal Disease. (Computed rates per 1000 per annum.)

	Jan	Feb	Mar	Apr	May	June
Total days lost due to V. D.	0	0	111	0	0	88
Average number of days lost for each venereal patient:						
Venereal Disease	0	0	111	0	0	0
Gonorrhea	0	0	0	0	0	44
Syphilis	0	0	0	0	0	0
Prophylactics administered	709	391	229	275	136	77

(8) Patient Beds. (Quarters)

	Jan	Feb	Mar	Apr	May	June
Number available	7	7	7	5	5	5
Average number occupied	5.0	2.1	2.1	2.4	2.4	0.5

b. Dental Statistics. No Wing Dentist assigned.

c. Laboratory Examinations:

	Jan	Feb	Mar	Apr	May	June
Referred to and done by hospital						
Kahn	3	4	9	3	3	2
Darkfield	1	8	0	0	0	0
Stool Culture	0	0	1	0	16	0
Performed by reporting organization						
Malaria	41	28	48	40	70	10
Urethral	28	25	28	12	11	3
Urine	7	26	26	12	43	0
WBC & RBC	7	25	25	10	40	1
Miscellaneous	9	12	16	8	5	0

5. STATISTICAL HISTORICAL MATERIAL. (Cont'd).

d. X Ray Exposures:

Referred to and done by hospital	Jan	Feb	Mar	Apr	May	June
Chest	0	1	1	0	0	0
Fracture	0	0	7	4	2	3

e. Veterinary. No Veterinary personnel are assigned to the Wing.

f. Miscellaneous Statistics. (Hospitals only)

6. EVACUATION.

Evacuation facilities to hospitals have always been most favorable. Mileage has averaged about fifteen (15) miles by ambulance. In almost all cases patients evacuated have been medical cases, rarely surgical, and in no cases battle casualty.

7. MEDICAL SUPPLY.

Medical supplies were always available at most anytime, routine or emergency, because of nearness to Service Groups and Medical Supply Platoon.

8. SPECIAL.

No comment.

HERBERT H. BODEN,
Captain MC.,
Actg Wing Surgeon.

S E C R E T

Medical History of the 64th Fighter Wing, APO 650, U. S. Army.

Appendix A.

The following is a list of special orders authorising the changes of the medical personnel of the 64th Fighter Wing since January 1944 to June 1944.

1. Lt. Col. Nicholas F. Atria, MC, 0-20561, trfd per SO 171, par 12, Hq, 12th AF dated 27 December 1943.
2. Major Warren G. Sawyer, MC, 0-492356, trfd per SO 4, par 2, Hq, XII ASC dated 7 January 1944.
3. Major Leslie W. Young, MC, 0-239515, asgd to Hqs, 64th Fighter Wing, per SO 11, par 1, Hq, XII ASC dated 21 January 1944. Aptd Wg Surg per SO 17, par 1, Hq, 64th Ftr Wg, dated 24 January 1944.
4. Captain Eugene Meyer III, MC, 0-488883, aptd Asst Wg Surg, per SO 17, par 1, Hq, 64th Ftr Wg, dated 24 January 1944. Effective date 27 December 1943.
5. 1st Lt. John H Drumheller, DC, 0-1725597, trfd per SO 199, par 7, Hq, XII ASC dated 29 December 1943.
6. Corporal Swan H. Peterson, 36261315, trfd per SO 199, par 8, Hq, XII ASC dated 29 December 1943.
7. Sergeant Robert A. La Montagne, 1113775, DS per SO 8, par 1, Hq, 64th Ftr Wg, dated 11 January 1944.
8. T/Sgt Gale W. Watts, 19050364, TD per SO 14, par 1, Hq, 64th Ftr Wg, dated 19 January 1944.
9. 1st Lt. Milton (NMI) Turner, MC, 0-1690684, aptd Sq Surg of 64th Ftr Wg, per SO 46, par 1, dated 18 March 1944, Hq, 64th Ftr Wg. DS to Ops #2 64th Ftr Wg, per SO 45, par 5, Hq, 64th Ftr Wg, dated 17 March 1944.
10. Major Leslie W. Young, MC, 0-239515, asgd to Hq, XII TAC, per SO 57, par 1, Hq, 64th Ftr Wg, dated 22 April 1944.
11. Major Edward J. Schultz, MC, 0-3276191, asgd to Hq, 64th Ftr Wg, per SO 57, par 2, Hq, XII TAC, dated 22 April 1944. Aptd Wg Surg of 64th Ftr Wg, per SO 61, par 2, Hq, 64th Ftr Wg, dated 22 April 1944.
12. Major Edward J. Schultz, MC, 0-3276191, trfd Hq, 12th AF, per SO 81, par 8, Hq, XII TAC, dated 9 June 1944.
13. Captain Eugene Meyer III, MC, duty to DS Hq, 12th AF, per SO 78, par 3, Hq, XII TAC, dated 3 June 1944.
14. Major Jack L. Doughtie, MC, asgd Hq, 64th Ftr Wg, Per SO 81, par 9, Hq, XII TAC, dated 9 June 1944. Aptd Wg Surg, per SO 85, par 3, Hq, 64th Ftr Wg, 9 June 1944.
15. Captain Herbert N. Boden, MC, 0-339273, asgd 64th Ftr Wg, per SO 86, par 3, Hq, XII TAC, dated 18 June 1944. Aptd Asst Wg Surg, per SO 93, par 1, Hq, 64th Ftr Wg, dated 22 June 1944. Asgd Ops #1, per SO 96, par 7, Hq, 64th Ftr Wg, dated 28 June 1944.
16. 1st Lt. Milton (NMI) Turner, MC, 0-1690684, DS 82nf Ftr Ctrl Sq and asgd Ops #2, per SO 97,par 1, Hq, 64th Ftr Wg, dated 30 June 1944.
17. Captain David R. Akers, MC, 0-344238, asgd 64th Ftr Wg, per SO 154, par 26, Hq, 22nd Replacement Bn, dated 13 June 1944. Aptd Sq Surg, per SO 96, par 4, Hq, 64th Ftr Wg, dated 28 June 1944.

1653

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S E C R E T

Medical History of the 64th Fighter Wing, APO 650, U. S. Army.

Appendix A. (Cont'd).

18. 1st Lt. Milton (NMI) Turner, MC, O-1690684, confirming VOCO this Hq, rlvd as Sq Surg eff 27 June 1944, placed DS 82nd Ftr Ctrl Sq and asgd Ops #2, per SO 97, par 3, Hq, 64th Ftr Wg, dated 30 June 1944.

19. Captain Eugene Meyer III, MC, O-488883, asgd School of Aviation Medicine, Ltr; Hq, 12th AF, dated 30 June 1944.

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"APPENDIX E"

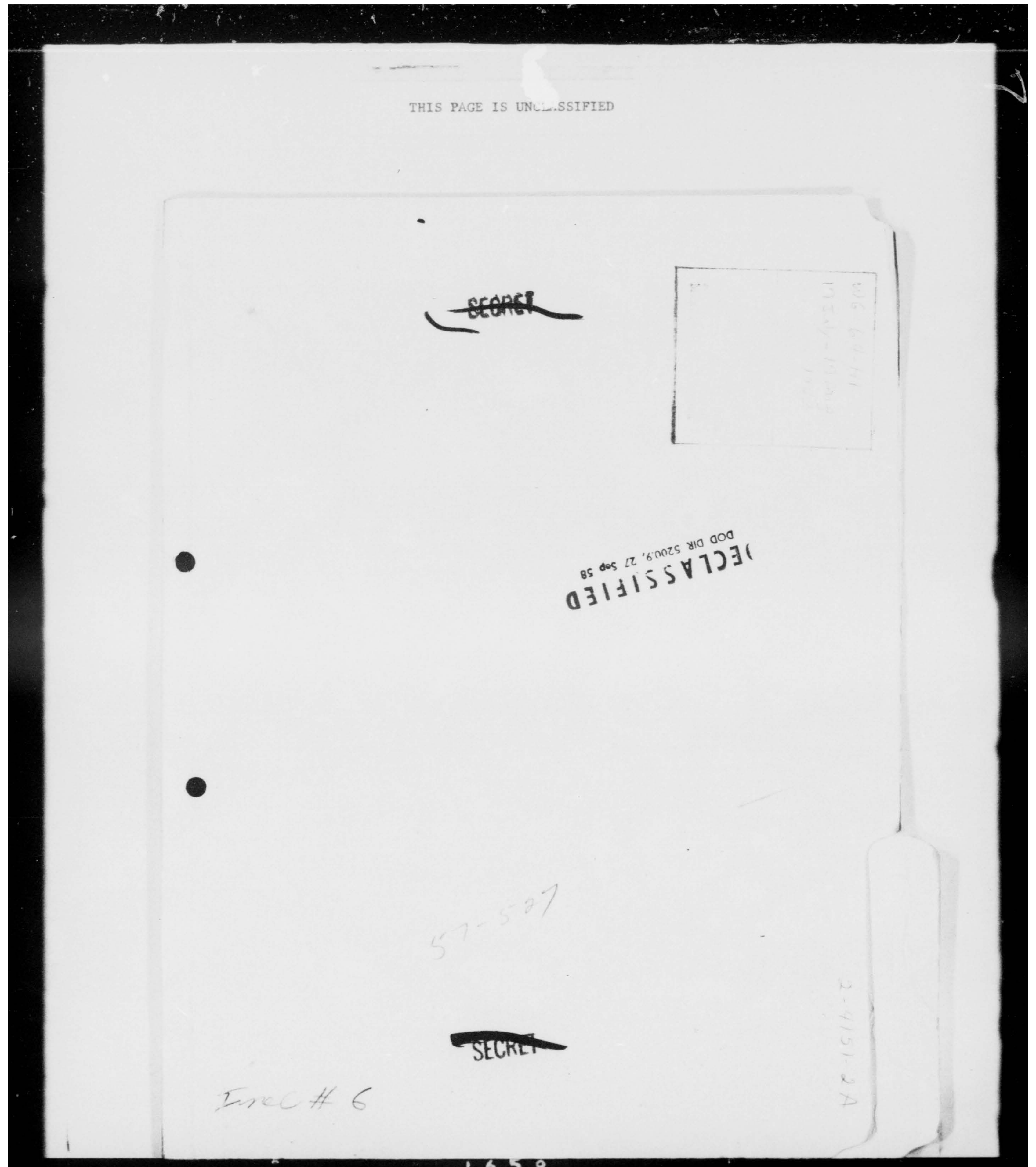
OFFICE OF THE SURGEON
HEADQUARTERS & HEADQUARTERS SQUADRON
64th Fighter Wing
APO 525, U. S. Army

8 January 1944

LABORATORY EQUIPMENT
PROPOSED FOR USE IN
LABORATORY, CHEST, FIELD, AV'N

NUMBER	ITEM	UNIT	PRICE	AMOUNT REQUIRED
10030	Acetone, ACS	lb.	$ .38	1
10070	Acid, acetic, glacial, USP	lb.	.31	1
10480	Alcohol, USP, Ethyl	qt.	.14	1
10670	Ammonium, Oxalated, ACS	1/4 lb.	.16	1
10900	Balsam, Canada	oz.	.22	1
12180	Glycerine, USP	lb.	.23	1
12550	Litmus Paper, Blue	100	.10	1
12560	Litmus Paper, Red	100	.10	1
12859	Alcohol, Methyl, ACS (Methanol)	qt.	.18	1
14295	Sodium Chloride, Physiological	1000 cc	.30	1
14910	Water, distilled, sterile, Pyrogen free	1000 cc	.30	1
14970	Xylene, ACS	lb.	.26	1
15040	Zinc Sulfate, USP	lb.	.20	1
15300	Fuchsin, basic	10.0 gms	.40	1
15310	Giemsa stain	1.0 gms	.90	2
15370	Methyl violet (Gentian Violet, Histological)	10.0 gms	.35	1
15380	Methylene Blue	10.0 gms	.50	1
15390	Neutral Red	10.0 gms	.90	1
15400	Safranin "O"	10.0 gms	.90	1
15440	Wright's Stain, Powder	0.2 gms	.10	6
41806	Clamp, Pinchcock, Regular, Coil	ea.	.30	1
41890	Cover Glass 22 mm. Square No. 1	box.	.85	1
42610	Funnel, glass, 125 mm.	ea.	.11	1
42770	Hemacytometer, complete	ea.	12.00	1
43120	Label, Micro 22 mm. Square	book	.15	1
43150	Microscope, complete	ea.	98.62	1
43630	Paper, filter, No. 40, 110 mm.	Pkg.	.70	1
43650	Paper, lens, tissue	Pkg.	.16	1
43730	Pipette, Serological, 1cc graduated	ea.	.16	1
43740	Pipette, Serological, 5cc graduated	ea.	.17	1
43870	Rod, Glass, 6 mm.	ft.	.02	1
43950	Slides, micro, 75 x 25 mm.	Ctn	.38	3
44310	Test Tube, chemical	ea.	.02	12
44390	Test Tube, Wasserman	ea.	.02	12

1655



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HEADQUARTERS
64TH
FIGHTER WING

UNITED STATES ARMY AIR FORCES

64

SUMMARY OF OPERATIONS, SICILIAN CAMPAIGN

12 JULY 1943

17 AUGUST 1943

S E C R E T

HEADQUARTERS 64TH FIGHTER WING
Office of the Wing Commander
APO 525

SUBJECT: Report of Operations.

THROUGH: Commanding General, XII Air Support Command.

TO : Commander-in-Chief, Northwest African Theater of Operations.

I - AUTHORITY.

1. In compliance with paragraph 10, AR 345-105, a report of operations of the 64th Fighter Wing from 12 June, 1943, to 17 August, 1943, is herewith submitted.

II - PLANNING AND ORGANIZATION.

1. On June 12, 1943, the 3rd Air Defense Wing moved to Mostaganem, Africa, where a headquarters was established with I Armored Corps, for the purpose of planning air support for the Sicilian invasion. Initially, the following policies were drawn up.

a. Prior to D-day, all airdromes in SICILY would be subjected to concentrated bombing, as well as the major dromes in ITALY which might affect the operation, in order to reduce the enemy air possibilities to a minimum.

b. Selected enemy strong points, particularly coastal defense positions, would be bombed in the areas where they would most affect the landings. Diversionary bombings at other points on the island were also set up to avoid drawing too much attention to one spot.

K-47954



c. Rhubarb missions against enemy motor transport and communications would be carried out prior to D-day, in order to disrupt supply lines as much as possible.

d. Complete fighter cover for the landing operation was worked out to give fighter cover from NORTH AFRICA, MALTA, GOZO, and PANTELLERIA until bases could be secured on the island. Night fighters would cover from MALTA.

e. Photographic missions would be flown by NAPRW on direct request from I Armored Corps.

f. Visual reconnaissance missions would be flown prior to D-day and during the operations, beginning at first light on D-day over the beaches, and covering any enemy reeinforcements that might be moving up.

g. An extensive study was made of all available material, and maps, showing important communication centers and possible "bottle-necks" in the communications system, were distributed, with each possible target numbered. It was planned that, if reeinforcements should make their appearance in any particular part of the net, bombing could be called for to block off that portion to the enemy.

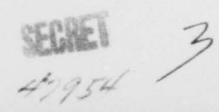
2. In addition to the policies governing the employment of aircraft, it was decided that two liaison officers, representing operations and intelligence, would be placed with each Division and Corps, to aid in the planning of air support missions following the landing. These liaison officers had with them an air support party and radio, and methods of employment were worked out prior to the time these officers left for their respective assignments. Air support requests were sent, via the air support radio net, direct to this headquarters, and the results of all missions were broadcast over the air support net, so that all divisions would have complete knowledge of every mission flown.

3. Fighter control and warning facilities would be set up, immediately upon landing, to take over control from the control ship in the harbor as soon as it was possible to get equipment ashore.

4. This headquarters would set up in the vicinity of GELA, where it was anticipated that at least two new airdromes would be built, in addition to PONTE OLIVO, where our first planes would land for operations.

III - <u>OPERATIONS, 1ST PHASE</u>. (10 July to 12 July)

1. On D-day (July 10, 1943), this headquarters assumed the name XII Air Support Command (Advance), and began active operations with headquarters and fighter control aboard the U.S.S. MONROVIA. Advance control was set up on the U.S.S. BISCAYNE; the U.S.S. ANCON was the standby, or alternate, headquarters and fighter control ship. During this phase our mission was:



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251

a. To gain and maintain air superiority over the beaches, landing forces, and shipping between AGRIGENTO and SCAGLOTTI.

b. To provide tactical reconnaissance for units of the I Armored Corps, keeping them informed of any movement of enemy reserves.

c. Provide close air support for units of the I Armored Corps.

2. Air support requests were sent by radio from Divisions to the U.S.S. MONROVIA, where they were filtered and ordered through XII Air Support Command (Rear), located on CAPE BON peninsula. These requests were answered by fighter-bombers (A-36's and P-40's). XII Air Support Command passed requests which required light and medium bombardment to higher headquarters.

3. Tactical reconnaissance was furnished by 111th Reconnaissance Squadron, flying predetermined routes. Spot reconnaissance was also provided by diverting a part of the fighter cover. Special reconnaissance missions were treated as air support requests.

4. During this phase, all air warning was provided by naval radar equipment installed on ships.

5. Order of battle for this phase was as follows:

ORGANIZATION	TYPE A/C	BASE
a. 31st Fighter Group	Spitfire	Gozo
b. 33rd Fighter Group	P-40	Pantelleria
c. 99th Fighter Squadron	P-40	Menzil Temine
d. 324th Fighter Group	P-40	El Haouria
e. 27th Bomb Group (D)	A-36	Korba
f. 86th Bomb Group (D)	A-36	Korba
g. 111th Reconnaissance Squadron	P-51	Korba
h. British Spitfire Squadrons		Malta

The strength of each Group was approximately 90 A/C and 100 pilots.

IV.- OPERATIONS, 2ND PHASE. (12 July to 24 July)

1. Phase 2 of the SICILIAN campaign began with the establishment of Headquarters and Fighter control ashore in GELA, SICILY, and continued during the consolidation of the beach-head and the ground fighting, up through the fall of PALERMO. The swiftness with which our troops suddenly trekked up the western side of the island to capture PALERMO, after overrunning defense after defense of the enemy, was outstanding. Infantry divisions moved on foot as far as 75 miles in two days during the closing days of this phase, and the fall of SICILY'S greatest city came quickly. During this period, this Headquarters assumed the role of a support command, and took operational control of air units as they arrived in SICILY. Our mission at this time was:

a. To deny the enemy the use of the air over SICILY.

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b. To protect shipping on the South coast of SICILY.

c. To provide visual reconnaissance for the troops we were supporting.

d. To afford close support for the American ground forces by bombing and strafing attacks aginst enemy ground targets.

2. During this phase, shipping was covered by constant patrol during the hours of daylight. Periodic fighter sweeps were flown over the entire island. Reconnaissance aircraft kept all roads and communication nets under surveillance, and furnished spot reports to the controller of movements sighted while in the air.

3. Fighter bombers hit targets called for by the Divisions and targets of opportunity on communication nets behind the enemy lines.

4. Air support requests were forwarded direct from Divisions or Corps to this Headquarters. Corps monitored the net, but did not filter any requests. Missions were accepted and flown, if aircraft were available and the target was at all suitable for attack from the air. A constant map was kept, showing reconnaissance and attack missions being flown, and all requests were checked and coordinated with the other missions being flown.

5. Fighter control was established at GELA on July 12, when the control shifted from the U.S.S. (MONROVIA). Shipping patrols in the vicinity of LICATA and AGRIGENTO were controlled by the U.S.S. (BISCAYNE) until July 20, when an advanced operations room was set up at AGRIGENTO, with wire connection to the main operations room at GELA.

6. Radar information was furnished on July 12 by three SCR 602's ashore, MALTA, and Naval Air Warning broadcasts. This equipment was supplemented as radar equipment arrived, until, by the 24th of July, there were ten SCR 602 light warning sets, two GCI's, and one CCL set reporting to the main operations room at GELA. Two SCR 602's were kept as close as possible to the front lines, to provide warning of attacks against the ground forces.

7. Order of battle for this phase was as follows:

ORGANIZATION	TYPE A/C	BASE	DATE ARRIVED SICILY
a. 31st Fighter Gp.	Spitfire	Ponte Olivo	July 15
b. 111th Recon Sq.	P-51	Ponte Olivo	July 15
c. 33rd Fighter Gp.	P-40	Licata	July 18
d. 99th Fighter Sq.	P-40	Licata	July 19
e. 27th Bomb Gp. (D)	A-36	Gela East	July 20
f. 86th Bomb Gp. (D)	A-36	Gela West	July 20

V - OPERATIONS, 3RD PHASE - (25 July to 17 August)

1. The final phase of the Sicilian campaign began after the fall of PALERMO, and continued until the capture of MESSINA by the 3rd Infantry

Division on August 17, 1943. The fall of MESSINA climaxed a series of heavy battles in the area of Mt. Etna, and along the northern coast of the island. This period contained perhaps the bitterest of all the SICILIAN engagements, and was marked by the fall of such key points as TROINA, RANDAZZO, and NICOSIA, in the central sector, and CAPE ORLANDO and MILAZZO, on the northern coast, following the execution of several successful amphibious operations by our ground forces.

2. Our mission during this phase was to:

a. Provide direct attack support for II Corps.

b. Provide visual reconnaissance for II Corps.

c. Hinder the evacuation of SICILY.

d. Provide air warning and air protection for SICILY, east of 14° longitude, off the North coast of SICILY.

3. All units, except the 111th Tac/Recon Squadron, were used almost exclusively as fighter-bombers. The majority of missions were either hitting targets located by Tac/Recon missions on the ground, or against enemy shipping sighted. In the absence of other suitable targets, fighter-bomber sweeps over the raod nets of the northeastern part of SICILY were flown, looking for targets of opportunity. All air support request which could be flown with fighter-bombers were accepted.

4. Air Support requestś were handled as in phase 2.

5. The air warning during this phase was very reliable. The advanced Ops was moved from AGRIGENTO to TERMINI, on July 28th. All planes on the North coast were controlled by this station. One MRU, one GCI, one GCI, and two SCR 602 light warning sets, reported direct to this Ops. In addition a land line connected advanced Ops and main Ops at GELA. Ten SCR 602's, one GCI, and one GOL, reported direct to the main Ops.

6. The order of battle remained as for the second phase, except that the 31st Fighter Group moved to TERMINI on July 27th, and was placed under operational control of XII Air Support Command, remaining in that status until the conclusion of the campaign.

VI - OPERATIONS SUMMARY.

The operational functions of this Headquarters for the Sicilian Campaign fall into two parts; Air warning and fighter control, and function as a Support Command in supporting the ground forces.

1. Air Warning and Fighter Control - The 2691st Air Warning Battalion and the 82nd Fighter Control Squadron were assigned to the Wing. Two complete Ops rooms were kept in operation at all times. These two Ops were connected by land lines. A filter board was maintained only at the main Ops room. The



Majority of the radar equipment reported to the filter board at main Ops. Radar coverage was not satisfactory until stations were located on the northern coast of SICILY; this was a result of the extremely rugged terrain of central and northern SICILY.

2. Support of ground troops - Support of ground troops was generally carried out in accordance with FM 31-35, "Aviation in Support of Ground Forces," dated 9 April, 1942. Air Support Parties and liaison officers were placed with each Division and Corps. Majority of close support missions were flown by A-36's, dive-bombing and firing guns during dive. It was not considered profitable to come back and strafe a target after bombing, due to the increased alertness of anti-aircraft after bombing.

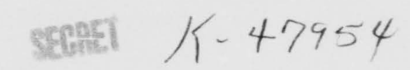
3. Aircraft Recognition and Recognition of Ground Troops.

a. Notwithstanding the fact that most of our air units had had considerable combat operations before the beginning of the Sicilian Campaign, we regret to report that on several occasions the ground forces were bombed and strafed by our own planes. We believe that the reasons for these mistakes were due to forward units of the ground forces moving faster than was anticipated and crossing the bomb safety line before the higher headquarters knew their position, and faulty navigation on the part of the flight leaders. It is believed that the best way to prevent this is by careful briefing of the pilots, which can only be done when the flying units have an up-to-date situation map and are thoroughly familiar with the ground situation and ground intentions. In large, coordinated attacks very close to the front lines, a VHF radio on the ground to direct the bombing has proved quite useful. Colored smoke was used to mark front lines and identify friendly troops, but in the case of strafing the smoke was not displayed soon enough to divert the attacks. Similarly, air crews are very reluctant to fly over friendly installations, because of fire from friendly anti-aircraft and ground fire. While it is expected that green troops being harassed by enemy aircraft will occasionally fire upon friendly aircraft, we believe that steps should be taken to insure the correction of continuous firing by our ground troops upon our own aircraft. Our losses have continued from this source throughout the campaign. It was particularly noticeable from the Navy, and from the beach installations during the first week of the landing in SICILY.

VII - RADIO AND TELEPHONE COMMUNICATIONS.

1. On D-day, July 10, radio communications were established to our Radar units in the field, and with the Headquarters ship, (MONROVIA.) The following day, a link was established to XII Air Support Command (Rear), and the A.S.C. net control station was established. As soon as groups moved into their airfields, a net was opened, establishing communications with them. At the same time, a net was opened to broadcast to the A.A. batteries around the airdromes.

2. For the filter room a broadcast channel was opened on 3200 KCS, broadcasting all hostile and unidentified, filtered plots. Similar broadcasts, originating from the MALTA filter room and the WARU filter room, were monitored.



3. When Army and XII Air Support Command moved forward, we opened two links to the, and at the same time opened a separate link between XII Air Support Command, Desert Air Force, and 64th Wing, for the express purpose of handling Tac/Recon observations and requests for bombardment missions. A 188 radio set and a liaison officer were also sent to 8th Army Headquarters, to work direct contact to Wing Headquarters on 3915 KCS.

4. When advanced Ops moved to TERMINI the following links were established: Direct control on 2790 KCS for the purpose of relaying fixes and also for the use of the controllers. This link was on voice, working approximately 80 air miles, and worked well. An administrative link between advanced Ops and Wing Headquarters, and a link for the purpose of passing hostile plots to either filter room, were also established.

5. During the first two weeks of the SICILIAN campaign, traffic was averaged and the radio room handled 100 messages, or 8000 groups, daily, exclusive of the plotting that was done over R/T. All radio links were maintained and operated continuously, 24 hours a day, throughout the campaign.

6. In the establishment of telephone communications, where possible we always used existing open wire and, where it took too long to get repairs completed, we ran quad or field wire, to be used till a more permanent line was in. Quad was run to all fields in the immediate locality of Wing Headquarters, and to the R.D.F. stations there.

7. The main source of trouble was found in our short circuits of Quad in the vicinity of GELA, due to the carelessness of our own troops who did not observe proper precaution when encountering Quad or field wire. Another trouble was our long circuits being weak at times, and during that period we had no carriers to put into operation. This defect has been taken care of at the present time with new carrier equipment, which is working very well.

VIII - ADMINISTRATION.

1. The major administrative problem during this campaign was the difficulty of coordinating the work of the various staff and special staff sections, a result of splitting the organization into small echelons geographically far-removed from one another.

2. In the 1st and 2nd phases of operations, administrative functions were hampered by the unusually heavy traffic on administrative lines of communication. Messages, which normally would have been delivered to the rear echelon within three hours, often were delayed from two to five days.

3. A normal flow of replacement of replacement crews for combat aircraft was maintained throughout the entire campaign.

4. No mail was received at the forward headquarters during a period of ten days immediately following the landing. Thereafter, mail was delivered regularly, arriving at Ponte Olivo Airdrome daily. This rapid resumption of of mail service during operations was a boon to the morale of the organization.



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IX - SERVICE AND SUPPLY.

1. In the early days of the Sicilian Campaign, the most frequently occurring difficulty was lack of motor transportation to move supplies to the units. In some instances, supplies were off-loaded and available for use, but vehicles could not be obtained to remove them from the beaches and temporary dumps.

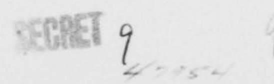
2. Bombs and ordnance supplies were especially difficult to get to the units. The activity of the aircraft was greater than was anticipated, and supplies were not forthcoming fast enough to meet the requirements. Bomb reserves frequently fell to such low figures, that the completion of the daily missions was sometimes endangered. In some instances, bombs were available in SICILY at a considerable distance from the GELA area, but trucks were not available to haul same to the GELA area, requiring additional bombs to be sent into the area from MALTA and TUNIS.

3. Bombs were being brought to the sector without the proper fins, either because they had not been shipped on the same vessel or because they had been mis-routed after they were unloaded. This necessitated many radio requests that fins be delivered in order to make existing bomb supplies usable. There was no 37 MM ammunition for the P-39 cannon. This made these planes of the 111th Reconnaissance Squadron non-operational. Automotive Medium Maintenance units were slow in setting up. This caused vehicles to be dead-lined for lack of parts and repair facilities.

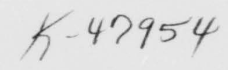
4. There were no replacements for critical signal items lost or damaged in the landing operations. Repeated radio messages requesting them brought no immediate action. At one time breakdown of the communication system of the XII Air Support Command was imminent.

5. Technical Air Corps Supply was slow in coming over. Replacement parts, engines, and aircraft were not made available to meet the requirements of steady combat.

6. Replacement aircraft was an especially difficult problem. The battle and the weather were favorable to great activity. Thus, a large number of sorties were required of the tactical units. The replacements did not come in fast enough to meet the requirements of the operations of the groups. Notice would be received by this Headquarters to collect aircraft from various fields in AFRICA. In answer to this notice, the pilot would be sent by the prescribed group to pick up this aircraft. In many instances, the plane could not be located at the designated place, and, in other instances, the plane would not be operational. The pilot would return empty-handed. In other cases, unofficial reports would reach this headquarters of the existence of unassigned planes, located on NORTH AFRICAN airfields. These unofficial "rumors" were were followed up whenever possible, and many operational aircraft were obtained in this way. The replacement plan drawn for the operation was excellent, but the execution of the plan was wholly unsatisfactory. Many of the replacement aircraft received were not operational when delivered, requiring many hours labor, and the use of many precious replacement parts, to make them operational.



9



7. On 16 July, 1943, the 111th Reconnaissance Squadron had ten (10) P-51's deadlined for lack of tail wheels, and an air shipment was required to obtain the necessary wheels and tires. These aircraft were out for several days at a time when they were urgently needed.

8. Replacement parts were slow in being delivered. For example, a major difficulty was encountered in the need for modification of the fuel induction system on the A-36 planes. III A.S.A.C. was requested to furnish the necessary intake manifolds on a 100% replacement basis. Immediate air shipment was requested. The modified intake manifold was adopted about September, 1942, but planes were being delivered without this modification. Necessary parts never reached the groups during the Sicilian Campaign, despite frequent telephone and radio requests. Many A-36's were non-operational for weeks at a time because of lack of replacement hydraulic pumps and pump parts. The fault in supply was not in the local agents, but in the failure of the parts to arrive in the theatre. Many difficulties were encountered in obtaining some types of Quartermaster supplies. Soap and stationery were not available to fill urgent needs. Class II was especially slow, and many of the units resorted to drawing from the Ground Force dumps in the area.

9. Statistics:

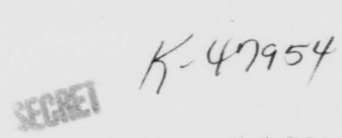
a. The 33rd Fighter Group (P-40, "Warhawk") 10 July to 17 August, 1943.

1.	Number of gallons of gasoline consumed	2[illegible]4,619
2.	Number of quarts of oil consumed	18,687
3.	Number of missions flown	283
4.	Number of hours flown	4,309
5.	Number of 500 lb bombs dropped	208
6.	Number of 500 lb bombs jettisoned	4
7.	Number of rounds of cal..50 AP, T and I fired	37,093

b. The 31st Fighter Group (Spitfire) 14 July to 1 September, 1943.

1.	Number of gallons of gasoline consumed	163,700
2.	Number of quarts of oil consumed	1,385
3.	Number of missions flown	478
4.	Number of hours flown	3,274
5.	Number of sorties	2,461
6.	Number of 30 gallon belly tanks dropped	45
7.	Number of 90 gallon belly tanks dropped	0
8.	* Aircraft operational (average)	83%
9.	Number of rounds of 20 MM ammunition expended operationally	8,272
10.	Number of rounds of cal..303 ammunition expended operationally	15,150

* This figure fluctuated between 91% and 72%.



S E C R E T

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c. The 86th Fighter Bomber Group (A-36A "Mustang - Invader") 6 July to 17 August 1943.

1.	Number of gallons of gas consumed		205,517
2.	Number of quarts of oil consumed		2,434
3.	Number of missions flown		224
4.	Number of hours flown		3,598:35
5.	Number of sorties		2,375
6.	Number of bombs dropped		2,936
7.	Number of bombs salvoed		273
	(a) Due to rack functions 35% armament and pilot error. 15% worn racks and solinoids. 50% foreign matter in racks (nuts, screws, washers from wing)	221	
	(b) Due to sighting enemy aircraft	30	
	(c) Due to no target	22	
8.	Total cal..50 ammunition expended (rounds)		311,980
9.	Total aircraft lost		32
	(a) Normal operation	19	
	(b) Enemy action	13	

10. Chronological Data:

July 12, 1943: The 309th Fighter Squadron, 31st Fighter Group, was contacted at Gela Beach. They had landed, and were in possession of their equipment and vehicles.

July 13, 1943: The 309th Fighter Squdron was moved to Ponte Olivo.

July 14, 1943: The airfield at Licata was made ready for use. Ammunition and *POL supplies were stocked at the Licata and Ponte Olivo fields, from materiel off-loaded at the beaches. The Combat Echelon of the 31st Fighter Group arrived at Ponte Olivo airfield.

The 58th Fighter Squadron, 33rd Fighter Group, one-half (½) the 111th Reconnaissance Squadron and Air Echelon of the 41st Service Group arrived at Gela.

The 111th Reconnaissance Squadron was moved to Ponte Olivo while the 33rd Fighter Group personnel were bivouacked in the area near the beaches to await arrival of transport and equipment.

July 15, 1943: Airfield at Gela-East was completed. Stockage of Gela-East airfield had to be discontinued to rush needed ammunition and POL to Ponte Olivo. Because of pressing shortages, supplies were loaded onto twelve (12) "Ducks" borrowed from 3rd Division, and delivered directly to the field from the ship.

July 17, 1943: 33rd Fighter Group Ground Echelon moved to Licata.

* POL - Gas, Oxygen-Lubricants.

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July 18, 1943: 27th Fighter Bomber Group, Ground Echelon, was moved to Gela-East, and the 86th Fighter Bomber Group, Ground Echelon, went to Gela-West. Both had landed in the Comiso area. Air Echelon of the 27th Fighter Bomber Group arrived in the transports used to remove casualties.

July 19, 1943: The 31st Fighter Group was assigned to Agrigento and started moving their Ground Echelon. The 99th Fighter Squadron, Air and Ground Echelons, arrived at Licata.

July 20, 1943: The 86th Fighter Bomber Group arrived at Gela-West with the balance of the Air Echelon.

July 22, 1943: The field at Comiso, turned over to R.A.F., was stocked with POL and supplies.

July 26, 1943: A squadron of the 31st Fighter Group was ordered to Palermo. The transportation, ten (10) transports and necessary motor vehicles, were furnished by TCC and III A.S.A.C.

July 27, 1943: Troop Carrier Squadron moved onto airfield at Ponte Olivo.

July 29, 1943: Nine (9) planes of the T.T.C. were used to move the 308th Fighter Squadron of the 31st Fighter Group to Palermo from Licata.

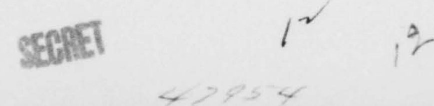
Aug. 1, 1943: 309th Fighter Squadron was moved to Termini from Licata by twenty-six (26) transports. Arrangements were made to have supplies flown to isolated army troops surrounded by enemy in the Troina Sector.

Aug. 8, 1943: Arranged for eight (8) transports to move two (2) AA Companies to Termini East as per request of Commanding General, 7th Army.

Aug. 10, 1943: Moved 111th Reconnaissance Squadron to Termini East. Balance of 33rd Fighter Group to be brought over from Pantelleria.

Sept. 1943: Units were moved into Milazzo and Barcelona.

S E C R E T



X - NOTES FOR FUTURE OPERATIONS.

1. Operations were hampered to a certain extent by lack of supplies, especially technical supplies. Much equipment was ruined due to salt water immersion in landing operations. Power units and transformer equipment were found to be deficient in the ability to stand up under hard usage, principally due to lack of reserve units and spare parts.

2. It was found that our troops, even those with combat experience, still have difficulty in recognizing friendly aircraft and numerous occasions were noted where our planes were fired on. In the same vein, our own aircraft, on a few occasions, mistakenly bombed and strafed our own troops. In a fast moving situation liaison between ground and air must be very closely coordinated. Frequently, the Army did not know the position of its advanced units.

3. In the amphibious phase of operations there is a definite necessity for codes and ciphers for all stand-by ships as well as the main control ship.

4. All equipment used during assault phases should be in vehicles when loaded on landing craft as there is insufficient time to man handle this equipment and shuttle with transportation.

5. Planning of operations should be more comprehensive and should be done by staffs that have had time to acquaint themselves with one another and the tasks to be performed. The same staffs should carry the planning into and thru the operations.

6. In the latter part of the Sicilian operations, II Corps took over many of the functions of the Army as regards air support, making requests direct to this Wing for fighter and fighter-bomber missions. Time and communications at the time necessitated these requests being acted upon by this Headquarters without reference to the Air Support Command or the Army. It is believed that more efficient operations would have resulted, had communications permitted requests to come through the normal channels.

7. There was a great shortage of large scale maps. There should have been, on hand with the assault echelon, at least 100 sets of 1/50,000 scale maps.

8. From the operational side of the picture pilots should be briefed to furnish enemy information on VHF or HF, especially the Tac/R's. In addition there should be periodic broadcast of Tac/R information. Point-to-point radio between fighter control and next higher or adjacent Air Force units for information on movement, flight plans, and other pertinent information as to intentions for immediate and future operations.

9. Flight personnel should have map with Army Grid on of area they cover. Controllers should make full use of terrain features as well as map coordinates in directing fighters and especially fighter bombers to targets and localities.



10. From standpoint of fighter control operations and administration, such things as signs, MP's to guard selected sites, and necessary personnel for performance of guard and messing should be given serious consideration in planning.

11. Rear echelon of higher headquarters should be kept as close as possible to forward headquarters of Air Support Command to facilitate manifold administrative details.

12. There should be at least one VHF team per division in front line for visual control and assistance in transmitting "on the spot" information to friendly aircraft in the air. These teams to work directly under the fighter wing.

13. No planes should be permitted to land on any airdrome prior to receipt of information from advance fighter control that airdrome is safe and suitable for occupation.

14. Air transportation should be used insofar as possible for transfer of equipment and personnel in follow-up echelons of fighter wing.

15. The Table of Organization and Table of Basic Allowances for an Air Defense Wing (later redesignated as Fighter Wing with no change in T/O or T/BA) is not adequate for a Wing under an Air Support Command in support of ground forces.

XI - CONCLUSIONS AND RECOMMENDATIONS.

1. The operations carried out during the Sicilian Campaign were highly successful and a maximum of support was given to ground forces, without which, their task would have been immeasurably more difficult. The principles of concentration of effort and flexibility in operation under centralized control are sound and except for the local difficulties encountered and changes in administration needed to correct same, the entire campaign, as far as Air Support is concerned, was successful because there was no deviation from principle. It is recommended that thorough study be given the "Notes on Future Operations" in order to insure more efficient air support and fighter control for future operations. It is further recommended that a new Table of Organization and Table of Basic Allowances be adopted for a Fighter Wing (Air Support).

SECRET

J. R. Hawkins

J. R. HAWKINS,
Colonel, Air Corps,
Commanding.

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64th FIGHTER WING

Summary of Operations
Sicilian Campaign
JULY 3, 1943 ~ AUGUST 17, 1943

Prepared by Wing Statistical Sec
Source; Group and Wing Recor

	AIRCRAFT			PILOTS			SORTIES					BOMBS								ENEMY AIRCRA	
	Type A/C	LOST	Dmgd.	KILLED IN ACTION	Missing	Injured	Sorties	SORTIES Per A/C Lost	SORTIES Per A/C Dmgd	SORTIES Per A/C D/L	SORTIES Per PILOT Loss	500 LB. INST.	500 LB 1/10	500 LB. M1 06A1	300 LB INST.	250 LB INST.	250 LB 1/10 Delay	TOTAL BOMB	TOTAL TONS	Destroyed	Probabl
27th BOMB	A-36-A	28	20	6	13	6	2929	104.6	146.5	61	154	1518	930	28	16	93	19	2604	635.4	3	
86th BOMB	A-36-A	13	19	3	6	7	2375	182.7	125	74.2	264	2573			76			2649	654.65		
111th RECON	P-51 P-39-C	1		1			562	562		562	562										
31st FTR. GRP.	SPITS	3	7	2	1	4	2470	823.3	353	247	823.3									14	2
99th FTR. SQ. (b)	P-40	2		2			411	205.5		205.5	205.5	36						36	9	1	
33rd FTR. GRP.	P-40L	11	6		5		1965	178.6	327.5	116.7	393	144				23		167	38.87	14	3
WING		58	52	14	25	17	10,712	184.7	206	97.4	274.6	4271	930	28	92	116	19	5456	1337.82	32	5

a - aerial combat.
b - incomplete: based on available records.
c - used for message service, only.

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64th FIGHTER WING

Summary of Operations

Sicilian Campaign

JULY 3, 1943 ~ AUGUST 17, 1943

Prepared by Wing Statistical Section
Source; Group and Wing Records.

	AIRCRAFT			PILOTS			SORTIES					BOMBS								ENEMY AIRCRAFT (a)		
	Type A/C	LOST	Dmgd.	KILLED IN ACTION	Missing	Injured	Sorties	SORTIES Per A/C Lost	SORTIES Per A/C Dmgd	SORTIES Per A/C D/L	SORTIES Per PILOT LOSS	500 LB. INST.	500 LB 1/10	500 LB. M1 06A1	300 LB INST.	250 LB INST.	250 LB 1/10 Delay	TOTAL BOMB	TOTAL TONS	Destroyed	Probable	Damaged
MB	A-36-A	28	20	6	13	6	2929	104.6	146.5	61	154	1518	930	28	16	93	19	2604	635.4	3		2
OMB	A-36-A	13	19	3	6	7	2375	182.7	125	74.2	264	2573			76			2649	654.65			
CON	P-51 P-39-C	1		1			562	562		562	562											
GRP.	SPITS	3	7	2	1	4	2470	823.3	353	247	823.3									14	2	3
SQ.(b)	P-40	2		2			411	205.5		205.5	205.5	36						36	9	1		
GRP.	P-40L	11	6		5		1965	178.6	327.5	116.7	393	144				23		167	38.87	14	3	3
G		58	52	14	25	17	10.712	184.7	206	97.4	274.6	4271	930	28	92	116	19	5456	1337.82	32	5	8

...erial combat.
...ncomplete: based on available records.
...sed for message service, only.

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64th Fighter Wing

31 August 1943 -- 1 October 1943

Campaign Summary — Italian Campaign to the Fall of Naples

HEADQUARTERS
64TH
FIGHTER WING

UNITED STATES ARMY AIR FORCES

SUMMARY OF OPERATIONS, ITALIAN CAMPAIGN

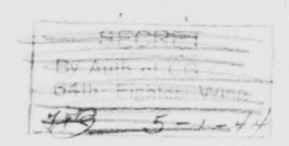
31 AUGUST 1943

1 OCTOBER 1943

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CONFIDENTIAL

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HEADQUARTERS 64th FIGHTER WING
Office of the Commanding General
APO #650, U. S. Army

29 April 1944

SUBJECT: Report of Operations.

THROUGH: Commanding General XII Tactical Air Command.

TO : Commander-in-Chief, Mediterranean Theater of Operations.

I - Authority

1. In compliance with paragraph 10, AR 345-105, a report of operations of the 64th Fighter Wing from August 31, 1943 to October 1, 1943 is herewith submitted.

II - Planning and Organization

On August 31, 1943 the 64th Fighter Wing ceased operations in GELA, SICILY and moved to an assembly area at MILAZZO where the operational directive for operation "AVALANCHE" was received from the XII Air Support Command. The detailed missions of the 64th Fighter Wing were:

a. Provide maximum day cover over the assault area.
b. Provide fighter-bomber missions against targets as far north as the assault area beginning D-7.
c. Provide escort for day bombers to the assault area beginning D/1.
d. Dispatch fighters to bases in the battle area as soon as bases were ready and the situation would permit.
e. Conduct TAc/R missions in battle area beginning D day.
f. Establish and operate fighter control and fighter direction in the battle area as soon as the ground situation would permit.

To accomplish these missions the following flying units were made available to the 64th Fighter Wing.

UNIT	TYPE A/C	LOCATION
27th Fighter-Bomber Group	A-36	Milazzo Area
86th Fighter-Bomber Group	A-36	" "
31st Fighter Group	Spitfires	" "
322 Fighter Wing (RAF)	Spitfires	" "
324 Fighter Wing (RAF)	Spitfires	" "

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UNIT	TYPE A/C	LOCATION
111th Reconnaissance Squadron	P-51	Milazzo Area
225 Squadron (Tac/R) (RAF)	Spitfires	" "
225 Squadron (Nightfighter)(RAF)	Beaufighters	Syracuse
600 Squadron (Nightfighter)(RAF)	Beaufighters	"
1st Fighter Group	P-38	Lentini Area
14th Fighter Group	P-38	" "
82nd Fighter Group	P-38	" "

In addition, Fighter Groups of Desert Air Force were to be made available had the need arisen. The 33rd Fighter Group equipped with P-40's was stationed at Termini. Due to the range, this group was not used until it was based in Italy. (Initial plans called for this Group to be located in the Rome area).

The personnel of this headquarters were divided as follows:

a. Administrative sections on Milazzo Cape.
b. Small operations and intelligence section at Lentini to dispatch units from Sicily.
c. Controllers on U.S.S. Ancon. (Fighter control ship)
d. Controllers on H.M.S. Hillary (Aux. fighter control ship)
e. Balance of operation and intelligence sections split between two landing craft went in on the assault.

The shipping and front line troops were covered from first light (0610B) until last light (1940B) by eight (8) A-36's flying 5000--7000 Feet, twelve (12) P-38's flying 10,000--14,000 feet and twelve (12) Spitfires flying above 16,000 feet. The A-36's and P-38's remained in the area an hour, the Spitfires stayed twenty-five minutes.

The first units of this headquarters landed on the morning of D plus 1 and the fighter control was taken over on September 13, (D+3) with two G.C.I., two light warning sets and the navy broadcast giving the air warning.

III - Operations, 1st Phase

From September 13, 1943 until September 21, 1943, the Headquarters 64th Fighter Wing was subjected to continuous artillery fire. During this period of time there was only one break for a 15 minute period in the fighter control operations, caused by a direct hit on a VHF van by enemy artillery.

Although it had not been pre-planned, commencing on September 14 all P-38 and A-36 patrols arrived in the area with bombs and were briefed in the air by R/T for their targets. After bombing they took up a regular patrol and stayed in the area for approximately one hour. In selecting targets, very close liaison was maintained with X Corps Headquarters who gave us information as to pockets of resistance and enemy movements. Coordinated smoke missions were laid on and enemy movements attacked in as little as twenty minutes after army had asked for support. One of the quickest missions was directed against a column of tanks which moved up toward the center of our lines and threatened the entire front.

Twelve minutes after X Corps had asked for help the column had been hit and broken up and at least two of the tanks destroyed, others damaged. On September 14, a total of 30 fighter-bomber missions were briefed in the air and a total of about 350,000 pounds of bombs dropped on close support targets. On September 15, 36 fighter-bomber missions were air-briefed for a total of 372,000 pounds of bombs delivered. Targets chosen were generally identified by a relationship to some prominant land mark, and were in addition given in Army grid system.

On September 14, 1943 the ground echelon of the 86th Fighter-Bomber Group arrived at SELE airfield and the ground echelon of the 31st Fighter Group arrived at MONTECORVINO airfield. By September 21st all of our tactical units were based and operating from fields in the original bridgehead area.

IV - Operations, 2nd Phase.

After their arrival in the Salerno area, the 27th Fighter-Bomber Group, the 86th Fighter-Bomber Group, the 111th Tactical Reconnaissance Squadron and the 225 Tactical Reconnaissance Squadron were relieved from the 64th Fighter Wing and came under the direct control of XII Air Support Command. The units on September 21, 1943 were disposed as follows:

27th Fighter-Bomber Group-------San Antonio
86th Fighter Bomber Group------Sele
31st Fighter Group------------Monte Corvino
322 Wing (RAF)----------------Asa
324 Wing (RAF)----------------Tusciano
111th Tac/R Squadron----------Asa
225th Tac/R (RAF)-------------Asa
33rd Fighter Group------------Paestum

The mission of the 64th Fighter Wing from 21 September until the fall of NAPLES, 1 October 1943 were all fighter missions, consisting of defensive patrols over shipping and our front line troops and a few offensive fighter sweeps into the ROME area.

V - Operations Statistics

See Appendix "A"

VI - Radio and Telephone Communications

A. Radio Communications in Italy.

1. The radio section of the 64th Fighter Wing landed in Italy 9 September 1943 and on the 13th of September had opened the following links:

(a) On the 3160 KCs net were the 27th Bomb Group, 86th Bomb Group, 111th Tactical Recon Sq., 33rd Fighter Group, 322 Wing and 324 Wing.

(b) On AS-2 Channel contact was maintained with XII ASC Rear, NATAF, and H.M.S. Hillary.

By the same date the following Aircraft Warning Stations were in:

871 G.C.I.
887 G.C.I.
Ohio (Light Warning 602-T6)
Kansas (Light Warning 602-T6)
Navy Reporting Station.

2. On the 20th of September, 15051 G.C.I. reported in from the Isle of Capri.

3. On the 24th of September, Grubstake (S.O.R.) signed out of the net at Sicily.

4. On the 30th of September ten Aircraft Warning Stations were reporting by W/T.

5. On the 8th of October a link was established between 64th Fighter Wing (Rear) in the Salerno area and Advance Headquarters at Frattamaggiore.

6. On the 24th of October a #188 radio set and mechanic were sent to 15051 AWS on Ischia to help the communication between this Headquarters and them.

7. The administrative links that had been maintained until this time were, the links to airdromes, two links to XII ASC, link to DesertAirforce, and a link to Grubstake and M.O.R.U.

8. During this period a message was received from N.A.A.F. informing us that our frequencies tolerance was cut to .002%. For the American Stations this was easy to conform to, but even now we still have trouble with the British Stations. Their transmitters are unstable, and they have an absorption type wavemeter to check their frequencies with, which are not accurate at close tolerances. The MSSU made a few crystal monitors, but, of course we were short on crystals.

9. At this time the MSSU took over maintenance of all British wireless sets. They have been very cooperative and any trouble reported by us, has been rectified by them inside of 24 hours.

10. To this point, the mechanics and operators have gained a tremendous amount of experience. The efficiency of our transmitters has doubled and at this writing steps are being taken to aid subordinate units to increase the output of their respective sets.

B - Wire communications in Italy up to the Fall of Naples.

The Salerno Campaign brought out many things that have been of great value to us all.



1. Before the invasion we had given to us all available information as to locations of R.D.F. stations, Airfields and units requiring telephone circuits to Grandstand (Wing Hq.). All available maps were secured of the area so we would be more familiar with the terrain and know all land marks possible. This was much better prepared than in the Sicily invasion, where we had no information whatsover and everything was at a standstill for some time longer than it sould have been.

2. On D≠1 there was nothing we could do but wait for the rest of our equipment which came in on D≠2. The C.O. and Signal Officer picked out the Wing Hq. location and we set up our Ops room and filter room that night. Also on D≠2 a F.W. circuit was laid to one of our R.D.F. stations and two F.W. circuits installed to XII ASC. On D≠3 lines were laid to another R.D.F. station, Monte Corvino Airport and Tusciano landing strip - all spiral four cable circuits.

3. In the next night and day three quad cables were laid from Wing Hq. near Monte Corvino, to the two airfields below the Sele river and XII ASC, which had moved there with the Fifth Army. Due to heavy shell fire and beach traffic it was impossible to keep these circuits in service, as they had been laid along the roads. To get communication we re-routed the cables along the beaches and plowed them under and service was fairly good after this.

4. In our first installations seven airfields and all other units were working in F.W. or cable. Due to heavy traffic and enemy shell fire, there was constant trouble on all circuits. The only solution was to put everything in quad and bury it as deep as possible which was about 12 inches. Quad laid out on the ground is no good at all and there was nothing available to hang it on. When using quad in this manner and under these conditions there should be available, the plow that the Signal Corps now has for plowing it under.

5. Work was started as soon as possible, D≠10, on the railroad open wire route from Paestum to Salerno and six circuits completed on October 5th. We then put the airfields below the Sele river on these circuits and picked up the quad.

6. At this time work was begun on two circuits from Salerno to Naples in order that no time would be lost in getting forward communications after the fall of Naples. A bad thing was encountered here as several signal units worked on different sections and work was not coordinated enough to have good circuits when the job was completed. In fact a complete check of the complete route was necessary in order to get any service at all after they were turned over to us as being operational.

7. Our forward S.O.R. (Grubstake) was being installed at Sorrento so two open wire circuits from Wing Hq. to their location via Salerno and Positano were installed. Also we put in three circuits from S.O.R. (Grubstake), at the same time as far toward Naples as possible.

381

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8. As soon as Naples fell and we moved to our new location the open wire circuits to Grandstand (Wing Hq.) rear and Grubstake (S.O.R.) were completed. This made open wire from Naples to all installations and as a whole, communications were good. The main trouble on all open wire routes is caused by Italian electricians working on their power lines, carelessness by other signal units working on the same poles and lines and reckless drivers knocking down poles.

9. The supply situation has been very good in Italy and has made it possible for us to have good open wire telephone circuits.

VII - Radar

1. On the night of "D" day, two GCI/COL and two LW were landed on Sugar Beach during an air raid. By the time all the men and equipment were assembled it was after midnight and due to the fact that the ground situation was unknown no attempt was made to put any radar in operation.

2. On the morning of D/1 AMES 887 was sited as a G.C.I. about two miles south of the field later known as Tusciano Field. The two remaining LW's together with what filter, radio, telephone and headquarters equipment and personnel that had been landed were assembled and bivouaced at Tusciano Airfield. Due to the beachhead and the uncertainty of the situation it was deemed unadvisable to erect any more radar stations at this time. The G.C.I. had control of night fighters from D/1 day on. They were making a mutual exchange of plots with the Navy.

3. On D/2 the remainder of the Ops room equipment landed. That afternoon a headquarters was chosen and erection of the Ops room was begun. The Ops room was completed on September 13th with the following stations reporting in: G.C.I. 887, G.C.I. 871, Ohio (LW), Kansas (LW) and the naval broadcast. Due to the small beachhead and mutual interference it was impractical to put more than four stations in operation. G.C.I. 871 was put into operation on this date to allow for maintenance and breakdown and still have one G.C.I. in operation at all times.

4. On the afternoon of the 13th two radar siting officers went to Capri to site G.C.I. 15051. This station was in operation on Capri on the night of the 15th as a G.C.I. They were located there with the idea that they might put the nightfighters on the bombers as they rendezvoused over the Gulf of Naples before attacking shipping in Salerno Bay.

5. On the 16th of September L.W. 6041 and LW 6043 became operational in the vicinity of Sele Airport. On the 18th, Indiana (LW) went into operation on the south side of Salerno Bay. On the 20th, Alabama (LW) became operational south-east of Battapaglia. On the 22nd of September, Kansas (LW) had to move their location south of Salerno due to heavy shelling.

6. On September 28th, G.C.I. 15051 was moved from the Isle of Capri to the Isle of ISCHIA.

7. When Naples fell all radar units not in operation were taken to the new headquarters location and put into operation as soon as was possible.

8. The main difficulty in obtaining good coverage in the early stages was due to the rough terrain and the small area of the beachhead. Although the radar units were landed before they were actually needed this should not be called poor planning. If the Army had advanced according to schedule, they would have been put into operation almost immediately.

VIII - Service and Supply

A. Overall Picture

The first problem confronting Air Force troops after landing in Italy, was the difficulty in locating Air Force Supply agencies. It seemed that due to the uncertainty of the situation the Service Units delayed setting up their installations. This was especially true in the area north of the Sele River.

Third Service Area Command, Advance Headquarters, did an excellent job in filling requests for shipping, supplies, rations, etc. After the Quartermaster dumps were operating, supplies began to flow very well, and the complaint in the north against British rations was alleviated by a periodic issue of American rations.

There was no shortage of P.O.L. or Ammo and trucks were available to transport same to units.

The area was filled with fields of fresh vegetables and fruit. In as much as the food was spoiling on the plants and there were no civilians to harvest the crop, the units were permitted to use same to supplement their rations.

There were numerous difficulties in the Milazzo area of Sicily, from which our tactical units were operating. The following is quoted from a report by the 31st Fighter Group:

"(a) Missions were cancelled due to lack of oxygen; (British) six (6) large British bottles (4000 lbs. per bottle) are required by the Group for a normal day's Operational Missions. Many instances oxygen bottles delivered to this Unit by air, were found to contain on an average of only 1400 lbs. of oxygen, bottles not to be used below 1000 lbs. pressure. Recommend thatall oxygen bottles be checked by a guage and pressure of the bottle be written on a tag and tied to the pressure take-off on the bottle, tag to be removed by the Service Unit prior to being turned in for refilling.

(b) Large quantities of Glycol on hand in the Service Units, distilled water not included in the shipment. During the past eighteen months of operations by this Group it has been found that distilled water is not being included in sufficient quantities to supply the Group. Several instances the Group has had to build its own distilling plant. The coolant system of the Merlin Engine is filled with glycol and distilled water in the following proportions: 30% glycol and 70% water.

(c) Shortages of Sulphuric Acid 1.375 Specific gravity.
(d) Critical shortage of Anti-freeze oil, aircraft held A.O.G.
(e) Critical shortage of Merlin Engines, 46, 71, & 63, and Spitfire mainplanes, Port & Starboard for Spitfire VC & IX."

This American unit, flying British Spitfires was responsible for a large part of the "cover" missions protecting the shipping and landing operations on the Salerno Beaches.

J. R. HAWKINS,
Brigadier General, USA,
Commanding.

Appendix "A"

64TH FIGHTER WING (A)

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Summary of Operations

SALERNO

SEPTEMBER 4 - 30 (inc)

Prepared By Wing Statistical Section
Source: Wing and Group Records

UNIT	A/C				Hours Flown	Missions	Sorties					Bombs		Enemy A/C		
	Type A/C	Lost	Dmgd	Pilots Killed + Missing			Sorties	Sorties Per A/C Lost	Sorties Per A/C Damaged	Sorties Per A/C D or L	Sorties Per Pilot Missing or Killed	Total # of Bombs	Total Tons in Bombs	Destroyed	Probable	Damaged
86TH Bomb Gp.	A-36A	10	17	2	2379:40	175	1501	150	88	55	750	405	130.5	20	6	8
27TH F.B. Gp.	A-36A	8	2	4	2615:10	151	1296	162	648	129	324	1226	306.5	14	-	6
31ST Ftr. Gp.	Spit	7	5	2	2323:15	127	1136	162	227	94	568	-	-	6	2	2
33RD Ftr. Gp.	P-40L	3	6	-	1757:00	150	1160	387	193	129	1160(B)	105	26.5	9	5	3
99TH Ftr. Sq.	P-40L	2	2	-	126:00	11	93	47	47	26	93(B)	-	-	-	-	-
111TH Recce Sq.	P-51	2	0	-	507:45	152	314	157	314(B)	157	314(B)	-	-	-	-	-
Wing Totals		32	32	8	9723:50	766	5500	174	174	86	687	1736	4[illegible]3.5	49	13	19

A- American Units Only (R.A.F. statistics not available for this period)

B- No Losses

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WG-64-HI
Dec. 1943

64th Fighter Wing

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December 1943

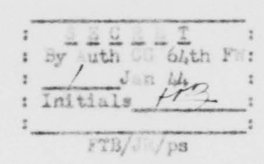
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WG-64-H (Dec 43)

S E C R E T



HEADQUARTERS 64TH FIGHTER WING
Office of the Commanding General
APO #650

FTB/JR/ps

AG 314.7 1 January, 1944

SUBJECT: Historical Record.

TO : Commanding General, XII Air Support Command, APO #374.

1. Outline History of the 64th Fighter Wing for the period December 1 to December 31, 1943.

a. Present Designation: Hq. 64th Fighter Wing; XII A.S.C.
(1) Original designation: Hq. 3rd Air Defense Wing.
(2) Place of activation: Mitchel Field, New York.
(3) Date of activation: 12 December, 1942
(4) Authority for activation: G.O. #31, Hq I Fighter Command 13 December, 1942
(5) Sources of personnel: Officers and enlisted men selected from the Boston Air Defense Wing made up the nucleus of personnel assigned to the 3rd Air Defense Wing. Some commissioned personnel were drawn from air defense wing at Los Angeles, California, San Francisco, California, New York, N. Y. and Philadelphia, Pennsylvania. Personnel shortages, both commissioned and enlisted, were filled by drawing from personnel pool at Santini Staging Area, Mitchel Field. The pool was set up at the time, to provide personnel for air defense wings which were being activated for overseas operations.

b. Changes in organization.
(1) Changes in designation: There was no change in designation during the month of December, 1943. The change of designation from Hq. 3rd Air Defense Wing to Hq. 64th Fighter Wing took place on 5 August, 1943 per subject letter, Hq. NATCUSA dated 5 August, 1943, subject: "Redesignation of Hq & Hq Sq, Air Defense Wing, when the unit was operating in Sicily.
(2) Transfer of units as a whole: On December 5th the 415th (U.S.) Beaufighter Squadron joined the 64th Fighter Wing. On December 21st, the A-4 Section was dropped from the Wing, as part of a general operational plan which relieved the Wing of a part of its administrative functions. The plan called for a corresponding increase in the operational functions of the 64th Fighter Wing and did not affect the Table of Organization under which the Wing functioned.
(3) Change of commanding officer: There was no change in commanding officer during the period of December. Brigadier General John R. Hawkins, commanding officer of the 64th Fighter Wing, assumed command of the unit on 24 July, 1943.

S E C R E T

328

(4) Changes of staff officers: Colonel William K. McNown was appointed Executive Officer of the Wing on December 21, 1943. He relieved Lt. Col. Stephen B. Mack. On December 21, 1943, Lt. Col. George L. Hart was relieved of his duties as Wing A-4 Officer, when that office was dropped from the Wing's functions.

(5) Changes in T/O: No T/O changes occurred during December.

c. Strength, commissioned and enlisted.

(1) Month of December	Commissioned	Enlisted
(a) At beginning	45	136
(b) Net decrease	22.2%	16.9%
(c) At end	35	113

d. Stations: Frattamaggiore, Italy - Arrived: October 7, 1943

e. Movements during month: None.

f. Campaigns: Operations in the Italian campaign, undertaken on September 10, 1943, still in progress.

g. Operations:

(1) Campaign: Italy.

(2) Nature of operations: The Wing continued to function under the XII ASC, as a unit coordinating the operations of assigned Fighter and Fighter-Bomber organizations. During the period, units operating under the Wing maintained their close support to V Army ground forces. They flew daily patrols over the battle-line area, as well as dive-bombing and straffing missions when weather permitted. The most emphatic bombing and straffing missions took place between December 5th and December 20th, and was conducted, mainly, by the 33rd Fighter Group. Their targets included enemy gun-positions, road-junctions, traffic concentrations, assembly areas, bridges, town-objectives and a miscellany of opportunity targets. Most of these objectives were located at points closely ahead of our ground forces. A limited amount of straffing was performed by the 31st Fighter Group and the 324th Wing(R.A.F.). The persistence of inclement weather after December 19th curtailed, sharply, the operations of the 33rd Group.

(a) Nightly defensive patrols were flown by the 600th Beaufighter Squadron (R.A.F.) operating under the 64th Fighter Wing. On December 5th, the 415th Beaufighter Squadron began to fly night defensive patrols under the 64th Wing.

(b) The 582nd Signal Air Warning Company and the 82nd Fighter Control Squadron continued their supplementary operations under the Wing.

(c) TOTAL NUMBER OF SORTIES AND MISSIONS FLOWN BY UNITS UNDER THE 64TH WING (DURING DECEMBER):

	MISSIONS	SORTIES
31st Group	173	1563
33rd Group	76	764
324th Wing	209	1548
	458	3875

	MISSIONS	SORTIES
415th Squadron	22	22
600th Squadron	51	51
	73	73

(d) CLAIMS OF UNITS FOR MONTH OF DECEMBER:

	DESTROYED	PROBABLES	DAMAGED
31st Group	11	3	3
33rd Group	0	0	0
324th Wing	10	3	10
	21	6	13
415th Squadron	0	0	0
600th Squadron	0	0	0

(e) The largest victories for a single day, by units under the 64th Fighter Wing occurred in December 7th and December 19th. On the former date, the 31st Group intercepted 10-12 enemy planes near CAS[illegible]. They destroyed 6 planes (4 ME109's and 2 FW 190's) and claimed 2 ME109's as probably destroyed. On December 19th, the 324th Wing had three separate engagements with enemy planes while flying battle area patrols. The following losses were inflicted on the enemy a/c in the combats: 6 e/a destroyed (5 ME 109's and 1 FW 190), 1 ME 109 probably destroyed and 2 ME 109's damaged.

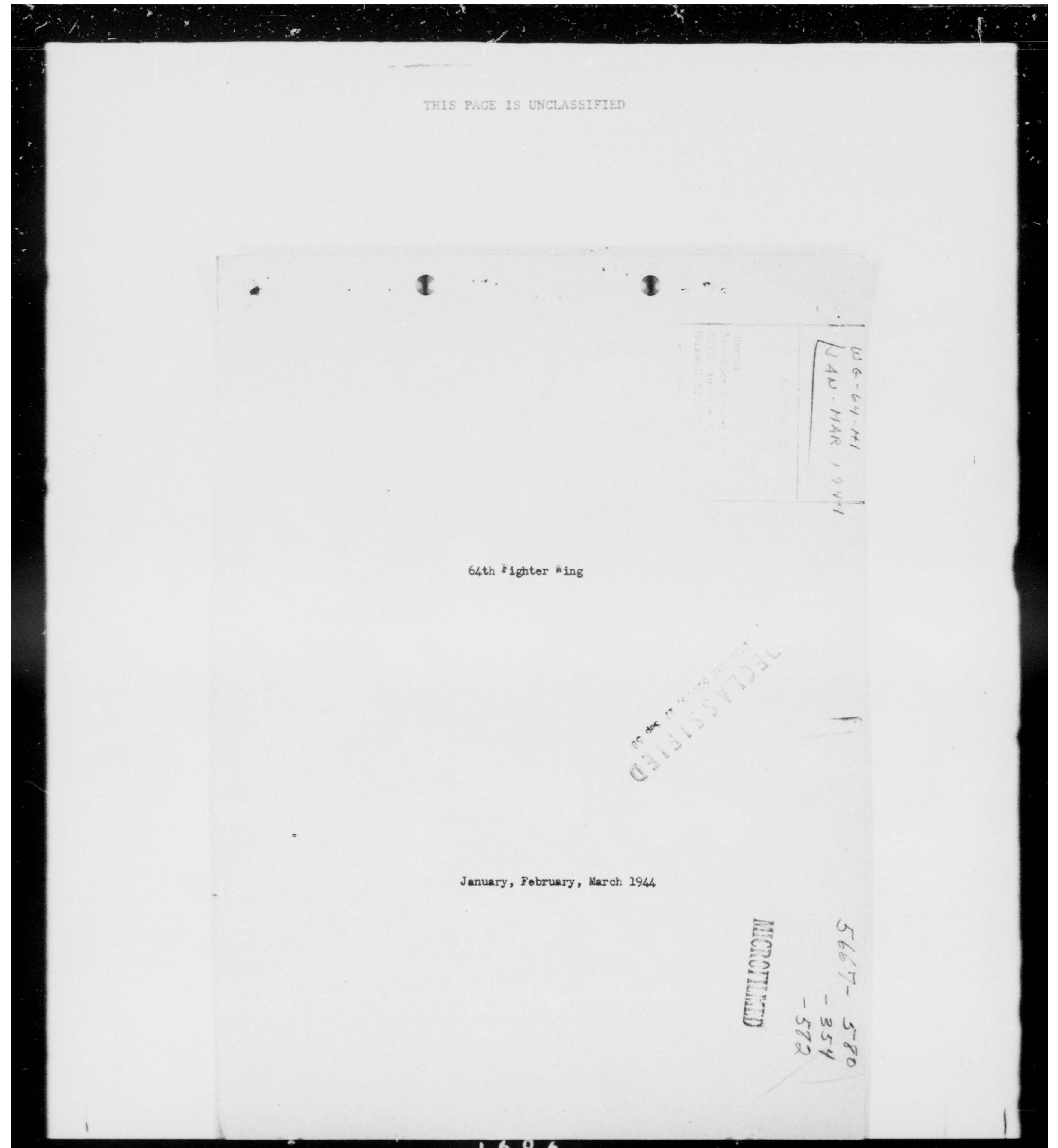
h. There were no losses in action during December.

i. Awards to Wing personnel, for distinguished service: None made during month of December.

For the Commanding General:

Francis T. Butler

FRANCIS T. BUTLER,
Capt., Air Corps,
Adjutant.

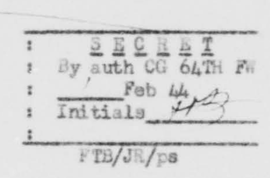


64th Fighter Wing

January, February, March 1944

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SECRET



HEADQUARTERS 64TH FIGHTER WING
Office of the Commanding General
APO #650

FTB/JR/ps

AG 314.7 1 February, 1944

SUBJECT: Historical Record.

TO : Commanding General, XII Air Support Command, APO #374.

1. Outline History of the 64th Fighter Wing for the period January 1, 1944 to January 31, 1944.

a. Present Designation: 64th Fighter Wing.

b. Changes in Organization.

(1) Transfer of units: On January 18, 1944, the following organizations began to operate under the 64th Fighter Wing: 79th Fighter Group, 99th Fighter Squadron, 324th Fighter Group, and the 244th Fighter Wing.

(2) Changes of staff officers: On January 3rd, Major Arlie G. Henry was relieved of his duties as Wing A-1 Officer and assumed the position of Squadron Commander and Headquarters Commandant. The change of position came about in accordance with the new, temporary plan of operations under which the Wing relinquished part of its administrative duties. The move was part of the same developments under which the A-4 Section was dropped from the Wing on December 21, 1943.

c. Strength, commissioned and enlisted.

(1) Month of January, 1944.	Commissioned	Enlisted
(a) At beginning -	35	113
(b) Net changes - None		
(c) At end -	35	113

d. Stations: Frattamaggiore, Italy - Arrived: October 7, 1943

e. Movements during the month: None for the unit as a whole. On January 22nd, D-Day for the Anzio assault operations, 2 officers and 3 enlisted men of the Wing accompanied initial landing parties for the purpose of setting up administrative liaison control between Wing headquarters and air-warning echelons which are co-ordinating fighter control operations under the Wing at the beach-head. The party landed just south of Nettuno and set upoperations on January 23rd. An operational party has been maintained in the Anzio area by the Wing since the initial landings.

f. Campaigns: Operations in the Italian campaign, undertaken on September 10, 1943, still in progress.

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g. Operations:
(1) Campaign: Italy
(2) Nature of operations:

(a) The 64th Wing's role, as a unit coordinating operations between assigned fighter and fighter-bomber units, with XII ASC, did not change in character during the period of January. The supplementary functions of the 582nd Signal Air Warning Company and the 82nd Fighter Control Squadron continued to support the work of the Wing.

(b) The period did, however, show a marked expansion of operations when the assault against Anzio and Nettuno was undertaken by the Allied V Army. On January 19th, the 244th Wing (R.A.F. Spitfire) flew its first missions under the Wing, preliminary to the Anzio-Nettuno undertakings. On January 22nd, when the new land assault was put into process, the 79th (American P-40) Group, the 99th Squadron (American P-40) and the 324th Group (American P-40) undertook their first missions under the Wing. These units, together with the flying-units normally with the Wing (31st Fighter Group; 33rd Fighter Group and the 324th Wing) were given complete control of cover and patrol operations of the bridgehead area. In addition to these air-cover and patrol operations the 3 P-40 units under the Wing, in a schedule of dive-bombing and straffing activity coordinated with XII ASC, aimed daily attacks at enemy road points, communications, gun positions and troop concentrations.

(c) The effective continuous patrol in the air, provided by units under the Wing, played a strong part in keeping the enemy air force from interfering with the establishment of a solid bridgehead by V Army ground forces. The dive-bombing and straffing operations by units under the Wing helped considerably in delaying the striking power of the enemy, as it began to build up its force for counter-moves against Allied ground troops.

(d) In the air combats that developed against Luftwaffe elements challenging our patrol, escort and dive-bomb missions, units operating under the Wing set a formidable record of victories over the enemy. In the first day over the new battle area, January 22nd, 9 enemy planes were destroyed; 1 was probaly destroyed and 6 were damaged. The peak of accomplishment against the Luftwaffe, in the initial stages of the Anzio struggle, came on the 27th and 28th of January. On the 27th, 25 hostile aircraft were destroyed; 6 were probably destroyed and 8 were damaged. On the 28th, 21 enemy planes were destroyed; 1 was probably destroyed and 11 were damaged. Losses were negligible in comparison.

(e) Previous to its contribution to the Anzio operations, the Wing's function in support of V Army forces along the Garigliano line and against the Cassino area, was maintained on the same scale as in the December period. The presence of irregular weather slowed down the amount of air-support that could be put into action during the month. The amount of enemy air activity encountered was likewise noticeably slight during the early and middle part of January. The highest victory count achieved for 1 day previous to the Anzio-Nettuno operations, was: 3 planes destroyed, 3 probably destroyed and 1 damaged. (31st Fighter Group - January 20th)

(f) In night patrols flown by the two Beaufighter units under the Wing (415th Squadron, U.S. and 600th Squadron, R.A.F.), action up to the point when the Anzio operations began, was limited, for the most part, to patrols of the V Army battle area. A few "intruder" missions were executed by the Beaus during this time. Aggressive interceptive action in the Anzio

area began on the 24th of January, when the 600th Squadron attacked a force of German planes which were directing a raid on our bridgehead positions. 4 JU-88's were destroyed by the 600th Squadron in this interception. On the 26th of January, the 600th Squadron engaged another force of enemy night-bombers. In the action, they shot down 2 HE 177's and 1 JU 88. On the 30th of January, the 600th Squadron again attacked hostile planes in the Anzio sector, shooting down 1 DO 217 and probably destroying 1 JU 88.

(g) Night patrols have been maintained by both Beau-fighter units, over the Anzio beach-head since the beginning of action in that area.

(h) Total Number of Missions and Sorties flown by units under the Wing in January:

	Missions	Sorties
31st Group	208	2156
33rd Group	173	1754
79th Group	85	932
99th Squadron	24	229
324th Group	67	730
244th Wing	140	974
324th Wing	255	1917
415th Squadron	70	70
600th Squadron	111	111

(i) Claims of Units for Month of January:

	Destroyed	Probables	Damaged
31st Group	24	8	18
33rd Group	13	5	3
79th Group	16	6	14
99th Squadron	12	2	4
324th Group	1	0	1
244th Wing	6	2	6
324th Wing	10	0	9
415th Squadron	0	0	0
600th Squadron	8	1	0

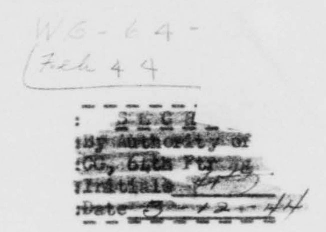
h. There were no losses in action during January.

i. Awards to Wing personnel, for distinguished service: None made during month of January, 1944.

For the Commanding General:

Francis T. Butler

FRANCIS T. BUTLER,
Capt., Air Corps,
Adjutant.



HEADQUARTERS 64TH FIGHTER WING
Office of the Commanding General
APO #650

1 March, 1944.

SUBJECT: Historical Record.

TO : Commanding General, XII Air Support Command.

1. Outline History of the 64th Fighter Wing for the period February 1, 1944 to February 29, 1944.

a. Present Designation: 64th Fighter Wing.

b. Changes in organization.
(1) Changes in Designation: None
(2) Disposition of echelons or subordinate units:
(a) On February 14, 1944, the 33rd Fighter Group was relieved from assignment to the 64th Fighter Wing.
(b) On February 11, 1944, the 79th Fighter Group was relieved from assignment to the 64th Fighter Wing and placed under operational control of the XII Air Support Command. The 79th Fighter Group returned to operational control of the 64th Fighter Wing on February 27, 1944.

c. Strength, commissioned and enlisted.

(1) Month of February, 1944.	Commissioned	Enlisted
(a) At beginning	40	117
(b) Net change	00	- 4
(c) At end	40	113

d. Stations: Frattamaggiore, Italy - Arrived October 7, 1943.

e. Movements during the month: None for the unit as a whole. An operations party has been kept at the Anzio beachhead since the initial landing in that area on January 22, 1944.

f. Campaigns: Operations in the Italian campaign, undertaken on September 10, 1943, still in progress.

g. Operations:
(1) Campaign: Italy.
(2) Nature of Operations.
(a) The 64th Fighter Wing continued its assigned role of coordinating fighter and fighter bomber operations under the XII Air Support Command. The 582nd Signal Air Warning Battalion and the 82nd Fighter Control Squadron continued their functions as integral parts of operations under the Wing.



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(b) Maintaining their daily patrol of the Anzio-Nettuno battle area, units under the Wing also furnished escort cover for light and medium bombers operating against the enemy in that area. In addition, American P-40 Warhawks from the 79th and 324th Fighter Groups kept up a continual series of fighter bomber attacks against German artillery and troop concentrations massed for counter attacks against our ground troops.

(c) Inclement weather hampered air operations throughout the Month of February, yet only seven days of that period passed without a victory being scored against enemy aircraft by units of the Wing. Total victories for the month were 88 planes destroyed. On March 7, Wing units had their best day with 16 enemy planes destroyed and 12 others damaged. On that day the 79th Fighter Group accounted for 11 Jerries destroyed, British Spitfires of the 244th Wing had 2 victories while the American 31st Fighter Group and the British 324th Wing each had 1 German plane to its credit at the day's end. That same night Beaufighters of the 415th Night Fighter Squadron shot down their first German bomber, since joining the Wing on November 12, 1943.

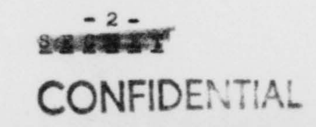
(d) Total Number of Missions and Sorties flown by units under the Wing in February:

	Missions	Sorties
31st Group	126	1370
33rd Group	8 *	90 *
79th Group	114 **	942 **
324th Group	211	1695
244th Wing	194	2019
324th Wing	159	1690
415th Squadron	105	105
600th Squadron	157	158

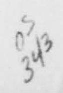
(e) Claims of Units for Month of February:

	Destroyed	Probables	Damaged
31st Group	27	3	14
33rd Group	0 *	0 *	0 *
79th Group	14 **	0 **	4 **
324th Group	9	5	7
244th Wing	16	3	19
324th Wing	18	1	32
415th Squadron	1	0	0
600th Squadron	3	0	1

* 33rd Group flew only four days under Wing
** 79th Group detached from Wing 10-27, 1944.



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(f) There were no losses in action of Wing personnel during February.

(g) Awards to Wing personnel for distinguished service: None made during February.

For the Commanding General:

FRANCIS T. BUTLER,
Capt., Air Corps,
Adjutant.

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WG-64-HI
(MAR 44)

S E C R E T

HEADQUARTERS 64TH FIGHTER WING
Office of the Commanding General
APO #650

: S E C R E T
: By Auth CG
: 64th Ftr Wg.
: Date: April 1, 1944
: Initials

1 April, 1944

SUBJECT: Historical Record.

TO : Commanding General, XII Air Support Command.

1. Outline History of the 64th Fighter Wing for the period March 1, 1944 to March 31, 1944.

a. Present Designation: 64th Fighter Wing

b. Changes in Organization:
(1) Changes in designation: None.
(2) Disposition of echelons or subordinate units:
(a) On March 10, 1944, the 324th Fighter Group was relieved from assignment to the Wing and placed under operational control of the XII Air Support Command.
(b) On March 31, 1944, the 31st Fighter Group was relieved from assignment to the Wing and assigned to the XV Air Force.
(c) On March 31, 1944 the 99th Fighter Squadron was relieved from assignment to the Wing and placed under operational control of the XII Air Support Command.
(d) On March 11, 1944, the 27th Fighter-Bomber Group was placed under operational control of the Wing and remained under Wing control until March 28, 1944, when it reverted to operational control of the XII Air Support Command.
(3) Change of Commanding Officer: No change.
(4) Changes of Staff Officers:
(a) On March 18, 1944, the A-1 and A-4 sections were reestablished within the Wing. Major Arlie G. Henry was relieved from assignment as Squadron Commander, Headquarters Squadron and appointed A-1 Officer. 1st Lt. Clarence C. Stidston was appointed A-4 Officer. Captain Wallace K. Oldfather, succeeded Major Henry as Squadron Commander, Headquarters Squadron and 1st Lt. Wayne J. Seitz was appointed Squadron Adjutant, Headquarters Squadron, succeeding Captain Oldfather.
(5) Changes in T/O: None.

S E C R E T

c. Strength, commissioned and enlisted:

(1) Month of March, 1944

	Commissioned	Enlisted
(a) At beginning	40	113
(b) Net change	- 4	+ 28
(c) At end	36	141

d. Station: Frattamaggiore, Italy - Arrived October 7, 1944.

e. Movement during the month: None for the unit as a whole. An operations party has been kept at the Anzio-Nettuno beachhead since the initial landing in that area on January 22, 1944.

f. Campaigns: Operations in the Italian campaign, undertaken on September 10, 1943, still in progress.

g. Operations:

(1) Campaign: Italy.

(2) Nature of Operations:

(a) The 64th Fighter Wing continued its assigned role of coordinating fighter and fighter-bomber operations under the XII Air Support Command. The 582nd Signal Air Warning Battalion and the 82nd Fighter Control Squadron continued their functions as integral parts of operations under the Wing.

(b) During the month of March a daily patrol was maintained over the Anzio-Nettuno battle area. Units of the Wing also furnished escort for light and medium bombers attacking the enemy in that area. In addition, a daily schedule of fighter-bomber attacks upon enemy guns, supply lines and troop concentrations was maintained.

(c) Despite inclement weather which limited flying to only a part of each day, units under the Wing destroyed 49 enemy aircraft, probably destroyed 8 others and damaged a total of 26. On March 18, Groups operating under control of the Wing had their best day of the month. The bag that day was 6 FW-190's and 1 ME-109 destroyed, 1 FW-190 probably destroyed and 4 FW's damaged.

(d) Total number of Missions and Sorties flown by Units under the Wing in February

	Missions	Sorties
31 Group	166	1521
79 Group	120	1102
324 Group	29 *	285 *
27 Group	85 **	799 **
99 Squadron	41	318
324 Wing	209	1882
244 Wing	290	2242
415 Squadron	96	101
600 Squadron	280	280

(e) Claims of Units for month of March:

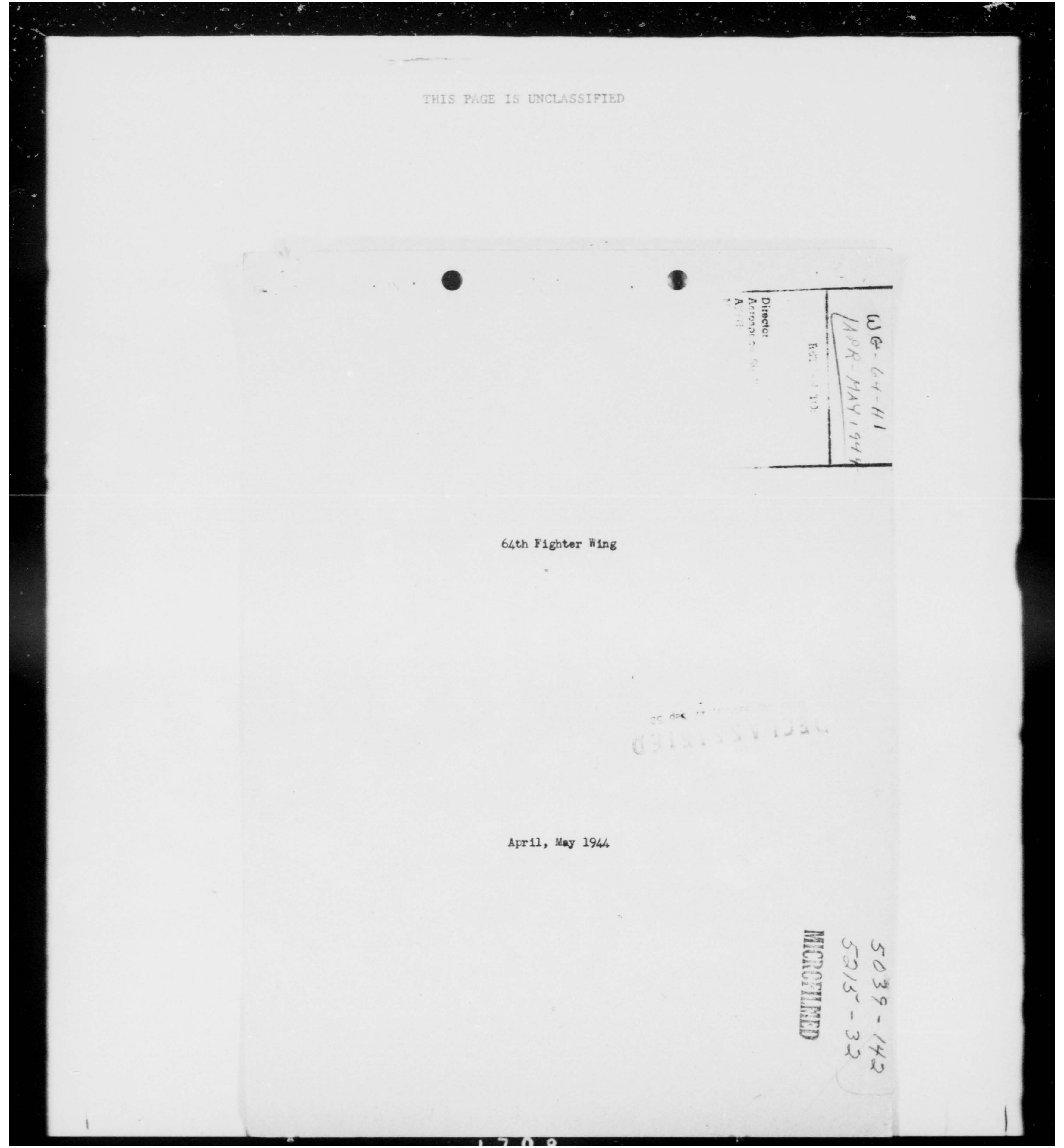
	Destroyed	Probables	Damaged
31 Group	15	1	9
79 Group	2	2	1
324 Group	0 *	0 *	0 *
27 Group	0 **	0 **	0 **
99 Squadron	0	0	0
324 Wing	13	3	9
244 Wing	18	2	6
415 Squadron	0	0	0
600 Squadron	1	0	0

* 324 Group flew only 10 days under Wing.
** 27 Group attached to Wing March 11, to March 28, 1944.

(f) There were no losses in action of Wing personnel during March.
(g) There were no awards made to Wing personnel for distinguished service during the month of March

For the Commanding General:

ARLIE G. HENRY,
Major, Air Corps,
Act'g Adjutant.



64th Fighter Wing

April, May 1944

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S E C R E T

: S E C R E T
:By Auth of CG
:64th Ftr Wg.
:Date May 1 1944
:Initials ___

HEADQUARTERS 64TH FIGHTER WING
Office of the Commanding General
APO #650

May 1, 1944

SUBJECT: Historical Records.

THROUGH: Commanding General, XII Tactical Air Command.

TO : Commanding General, Twelfth Air Force.

1. Outline History of the 64th Fighter Wing for the period April 1, 1944 through April 30, 1944.

a. Present Designation: 64th Fighter Wing

b. Changes in Organizations:
(1) Changes in Designation: None
(2) Disposition of echelons or subordinate Units:
(a) On April 21, 1944, the 79th Fighter Group was relieved from assignment to the Wing and placed under operational control of the XII Tactical Air Command.
(3) Change of Commanding General: On April 29, 1944, Brigadier General J. R. Hawkins relinquished command of the Wing and on April 30, 1944, Brigadier General Glenn O. Barcus assumed command of the Wing.
(4) Changes of Staff Officers: None.
(5) Changes in T/O: None.

c. Strength, commissioned and enlisted:

(1) Month of April, 1944	Commissioned	Enlisted
(a) At beginning	37	141
(b) Net change	0	- 1
(c) At end	37	140

d. Station: Frattamaggiore, Italy - Arrived October 7, 1943.

e. Movement during the month: None for the unit as a whole. An operations party has been kept at the Anzio-Nettuno beachhead since the initial landing in that area on January 22, 1944.

f. Campaigns: Operations in the Italian campaign, undertaken on September 10, 1943, still in progress.

g. Operations:
(1) Campaign: Italy.
(2) Nature of Operations:
(a) The 64th Wing continued its assigned role of coordinating fighter and fighter-bomber operations under the

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XII Tactical Air Command. The 582nd Signal Air Warning Battalion and the 82nd Fighter Control Squadron continued their functions as integral parts of operations under the Wing.

(b) During the Month of April, a daily patrol of the Anzio-Nettuno beachhead area was maintained by the Spitfire units of the Wing while Beaufighter Squadrons patroled the same area during the hours of darkness. Until April 21, 1944, when it was relieved from assignment to the Wing, Warhawks and Thunderbolts of the 79th Fighter Group maintained a daily schedule of fighter-bomber attacks against enemy guns, supply lines and troop concentrations. Spitfires also furnished escort for light and medium bombers on their missions over enemy targets.

(3) Total Number of Missions and Sorties for the Period:

	Missions	Sorties
* 79th Group	130 *	1054 *
324th Wing	288	2075
244th Wing	220	1771
415th Squadron	71	71
600th Squadron	163	163

(4) Claims of Units for Month of April:

	Destroyed	Probables	Damaged
* 79th Group	2 *	0 *	0 *
324th Wing	7	0	5
244th Wing	8	0	2
415th Squadron	0	0	0
600th Squadron	0	0	0

* 79th Group relieved from assignment to the Wing on April 21, 1944.

(5) There were no losses in action of Wing personnel during April.

(6) Awards for Distinguished Services during April: Lt. Col. Jack Homerman, Chief Intelligence Officer for the Wing, received the awards of the Legion of Merit and the Order of the Purple Heart.

For the Commanding General:

Francis T. Butler

FRANCIS T. BUTLER,
Capt., Air Corps,
ADJUTANT.

HEADQUARTERS 64TH FIGHTER WING
Office of the Commanding General
APO #650

1 June 1944

SUBJECT: Historical Records.

THROUGH: Commanding General, XII Tactical Air Command.

TO : Commanding General, Twelfth Air Force.

1. Outline History for the 64th Fighter Wing for the period May 1, 1944 through May 31, 1944.

a. Present Designation: 64th Fighter Wing

b. Changes in Organizations:
(1) Changes in Designation: None
(2) Disposition of echelons or subordinate units: None.
(3) Change of Commanding General: No change.
(4) During the month of May, Major Edward J. Schultz assumed the duties of Wing Surgeon. This post was vacant at the time.
(5) Changes in T/O: None.

c. Strength, commissioned and enlisted:

(1) Month of May, 1944	Commissioned	Enlisted
(a) At beginning	37	140
(b) Net change	0	+ 10
(c) At end	37	150

d. Station: Frattamaggiore, Italy - Arrived October 7, 1944

e. Movement during the month: On May 31, 1944, the Wing began to move northward on the Italian peninsula behind the advancing Allied armies. On this date an advance echelon of Wing personnel departed Frattamaggiore for a bivouac area near San Felice di Circeo, Italy.

f. Campaigns: Operations in the Italian campaign, undertaken on September 10, 1943, still in progress.

g. Operations:
(1) Campaign: Italy
(2) Nature of Operations.
(a) The 64th Wing continued its assigned role of coordinating fighter operations XII Tactical Air Command. The 582nd Signal Air Warning Battalion and the 82nd Fighter Control Squadron continued their functions as integral parts of operations under the Wing.

(b) During the Month of May, a daily patrol of the Anzio-Nettuno beachhead areas was maintained by Spitfire units of the Wing while Beaufighter Squadrons patroled the area nightly. The Spitfires also furnished escort and area cover for light and medium bombers striking at enemy targets. From the beginning of the new Allied offensive which started in the middle of the month, the Spitfires have been active in ground-air support, strafing troop concentrations, supply dumps and lines of communications of the retreating German Army.

(3) Total Number of Missions and Sorties for the Period:

	Missions	Sorties
324 Wing	599	3027
244 Wing	488	2026
415 Squadron	121	121
600 Squadron	183	183

(4) Claims of Units for the Month of May:

	Destroyed	Probables	Damaged
324 Wing	26	0	10
244 Wing	23	3	20
415 Squadron	0	0	0
600 Squadron	1	0	0

(5) There were no losses in action of Wing personnel during May.

(6) Awards for Distinguished Service during May: None.

For the Commanding General:

Francis T. Butler

FRANCIS T. BUTLER,
Capt., Air Corps,
Adjutant.

S E C R E T

HEADQUARTERS 64TH FIGHTER WING
Office of the Commanding General
APO 650

SUBJECT: War Diary.

THROUGH: Commanding General, XII Tactical Air Command.

TO : Commanding General, Twelfth Air Force.

1. The following is the War Diary of the 64th Fighter Wing for the months of May and June 1944.

May 1. Sgt. Frank Kmeic, pitching for the Wing "Tomcats" against the "Blue Jays" of the 439th Signal Construction Bn., hits a home run with one man on in the all out last frame to win his game by a 2 to 0 score.

May 2. "Coney Island" shows at the Wing Theatre.

May 3. Spits under Wing control chase two enemy aircraft but lose them in the clouds.

May 4. Wing Theatre shows "I Dood It".

May 5. "Tomcats" drop a softball game to the 83rd Ordnance Company by a score of 5 to 3. Spits of the Wing, on bomber escort, sight 12 enemy aircraft but Jerry chooses not to attack.

May 6. "Hit the Ice" plays at Wing Theatre.

May 7. Wing controlled Spits have a field day over Lake Bracciano and knock 9 enemy aircraft from the skies. Only one of the Jerry pilots was seen to take to his chute.

May 8. Spits chase 2 enemy aircraft but fail to make contact.

May 9. Beaufighter under control of Wing destroys an enemy motor transport while on an intruder raid. "Government Girl" plays at the Wing theatre.

May 10. "Tomcats"win over the 19th Ordnance Company by 5 to 1. S/Sgt Quentin C. Lange hits a home run with one on for the victors.

May 11. "Meet the People" shows at the Wing theatre.

S E C R E T

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May 12. "Tomcats" win to second place in the P.B.S. "Hatchet League" by defeating the "Carpenters" of the 582nd Signal Air Warning Battalion in an extra inning duel by the score of 3 to 2.

May 13. In their first contact with the enemy in the air since the renewal of the Allied offensive in Italy two days ago, Spits of the Wing destroy 7 Jerry aircraft in three air battles. One of our Beaufighters accounted for a German bomber destroyed in the darkness of the early morning hours.

May 14. In the skies above Monte Cassino, Spits of the Wing destroy 8 enemy aircraft. "The Lodger" showed at the Wing Theatre.

May 15. Spits destroy 1 enemy aircraft today.

May 16. The "Tomcats down the "D-Day Boys" of the 82nd Fighter Control Squadron by a score of 3 to 2 in an extra inning game. Spits score for the day against the Luftwaffe is 1 to 0.

May 17. "Action in Arabia" is shown at the Wing Theatre.

May 18. Spits destroy 2 Jerries today.

May 19. Spits account for another Jerry plane destroyed on this date.

May 20. "Crystal Ball" is shown at the Wing Theatre.

May 21. The "Cismos" of the 328th Fighter Control Squadron are snowed under by the "Tomcats" by the top heavy score of 11 to 0. Eight enemy aircraft are destroyed by our Spits.

May 22. A very routine day.

May 23. Spits destroy 5 enemy aircraft. "Ladies Courageous" shown at the Wing Theatre. Latrine rumors concerning the departure of the Wing from Frattamaggiore begin to circulate. Versions as to the ultimate destination are in direct proportion to the enlisted strength of the organization.

May 24. Spits damage 4 enemy aircraft but do not claim a victory.

May 25. "Adventure of Mark Twain" is shown at Wing Theatre. The "Tomcats" drop a 1 to 0 game to the league leading "Indians" of the 593rd Signal Air Warning Battalion. Our spits destroy 1 enemy aircraft.

May 26. Spits score today: 2 enemy aircraft destroyed.

May 27. "Jack London" plays at the Wing Theatre.

May 28. Spits destroy 1 enemy aircraft.

May 29. Preparations are under way for our move northward. Spits chalk up 2 enemy aircraft destroyed.

May 30. The names of the men making up the first echelon were read out at roll call this morning. They are to leave tomorrow. "Sweet Rosie O'Grady" closes the season at the Wing Theatre.

May 31. At 1800 hours the first echelon moved out. Since the hour of departure coincides with quitting time at the hemp factory where we have been billetted, all the girl employees were out in full force to say good-bye.

June 1. The second and main echelon composed of units from all the organizations of the Wing leave Frattamaggiore at 1800 hours. All the office equipment taken on this convoy together with furniture from the Sergeants' Club. On one truck, GIs under taken the arduous journey reclining in over-stuffed chairs. During the early hours of the morning the convoy arrives at San Felice di Circeo where the first echelon is already bivouaced.

June 2. Coffee and doughnuts this morning for breakfast. The doughnuts furnished by Lou Whitten, Red Cross Director with the Wing. Office tents are set up.

June 3. Slit trenches dug today. For the first time in eight months we get the free combat zone rations. The "Lucky Strikes" in the ration are strictly pre-induction.

June 4. The country around our bivouac area is heavily mined. Today a man from the 439th Signal was blown up. The mosquitos are so thick that there is no need to caution the men to bathe in repellant. This section was, at one time, one of the worst malarial districts in Europe and, since Jerry has destroyed the drainage system, may well be again.

June 5. The loudspeaking system is set up and a truck begins a daily run to Lago di Sabaudia, for those who wish to go swimming. This place where we swim is a former training Station for Italian Naval Cadets. It is land-locked.

June 6. The convoy to the swimming hole is discontinued since the truck is needed to transport members of the first echelon in a move to the north. Showers are set up.

June 7. The second echelon, composed of all the Wing personnel moves forward leaving Squadron Headquarters behind. The new bivouac area is near Rocca di Pappa in the Alban Hills near Rome. Directly across from our encampment on the other side of Lake Albano is Castel Gandolpho, summer residence of the Popes. Before the bivouac is made burial details clear the woods of the dead. In all they bury 13 Jerries and one American. Most of the Jerries have Polish names.

June 8. Office tents are set up. Some of the men visit Rome. The third echelon, Squadron Headquarters, moves in.

June 9. The policy of visiting the Eternal City are outlined by First Sergeant Curtis O. Burke at reveille as follows: "There has been no word

June 9 (Contd) from higher headquarters about your going to Rome. There isn't any word said about your not going either. So, I had better not catch any your going without going in a convoy. Roger?"

June 10. "It is announced at reveille this morning that truck service, leaving in the morning and returning at night will be inaugarated tomorrow for those who wish to visit Rome on their day off. "Around the World" is shown in the bivouac area.

June 11. Truck service to Rome does not start. However a truck is provided for those men who wish to attend mass at St. Peter's.

June 12. All sections busy today getting rid of excess baggage accumulated during stary in Frattamaggiore and unsuited to a nomadic life. "Bomber's Moon " is the cinema tonight.

June 13. Members of the XII Weather Sq, attached to the Wing, wangle plenty of pork chops from somewhere and it makes a welcome addition to the regular mess.

June 14. "The Bridge of San Luis Rey" is shown in the natural theater close by the encampment.

June 15. Routine duties today.

June 16. "The Voice" appeared tonight in "Higher and Higher" and set off the usual Sinatra-Crosby arguments with the "Groaner" coming ahead.

June 17. The rains came, about 0300 hours, a young freshet nearly succeeded in washing the whole outfit into Lake Albano.

June 18. Day is spent in recovering and drying out equipment in preparation for another movement tomorrow. XII TAC men move in, occupy and eat. Wing is split up into four operational units. "Going My Way" is the picture tonight.

June 19. All of the Wing with the exception of the Sq Headquarters and Ops #1 move from Rocca di Pappa to Orbetello. We are bivouaced on the middle isthmus about a mile from the town of Orbetello itself and across the road from the former Italian seaplane base of Aeroporto Italo Balbo. Along Highway #1 as the convoy came north the road was jammed with trucks bumper-to-bumper carrying supplies northward star. Truckloads of Jerry prisoners moving southward stared wide-eyed at the convoys.

June 20. Set up tents for offices and sleeping. Lt Ray M Hare Jr., arrange for a truck to leave nightly for a beach about 20 kilometres distance. On the swimming party tonight we meet some Italian fishermen and bargain for fish for supper tonight.

June 21. On the way to the beach tonight we picked up a pontonn from the bombed-out Italy Balbo airport. Made in 1937 at the Elco Manufacturing Company.

S E C R E T

June 21 (Contd) College Point, Long Island, New York, it makes an excellent float to play around with. The Italian fisherman turned up with a catch of fish too small to make it worthwhile to use for the whole mess, so a few of the men made a trade with the mess and had a fry tonight. Latest latrine rumor is that the Squadron Headquarters will remain behind until we reach Florence.

June 22. Learned today that Squadron Headquarters will arrive tomorrow. The fish deal finally came through and we had fresh fish for dinner.

June 23. Headquarters Squadron arrived this morning complete with orderly room.

June 24. Reveille this morning with gas masks.

June 25. We have hamburgers for supper, a welcome respite from the "C" ration diet.

June 26. Tonight on the swimming detail we found a much better beach than the original one. There is sand on this one instead of the pebbly shore of the other beach.

June 27. Routine Duties.

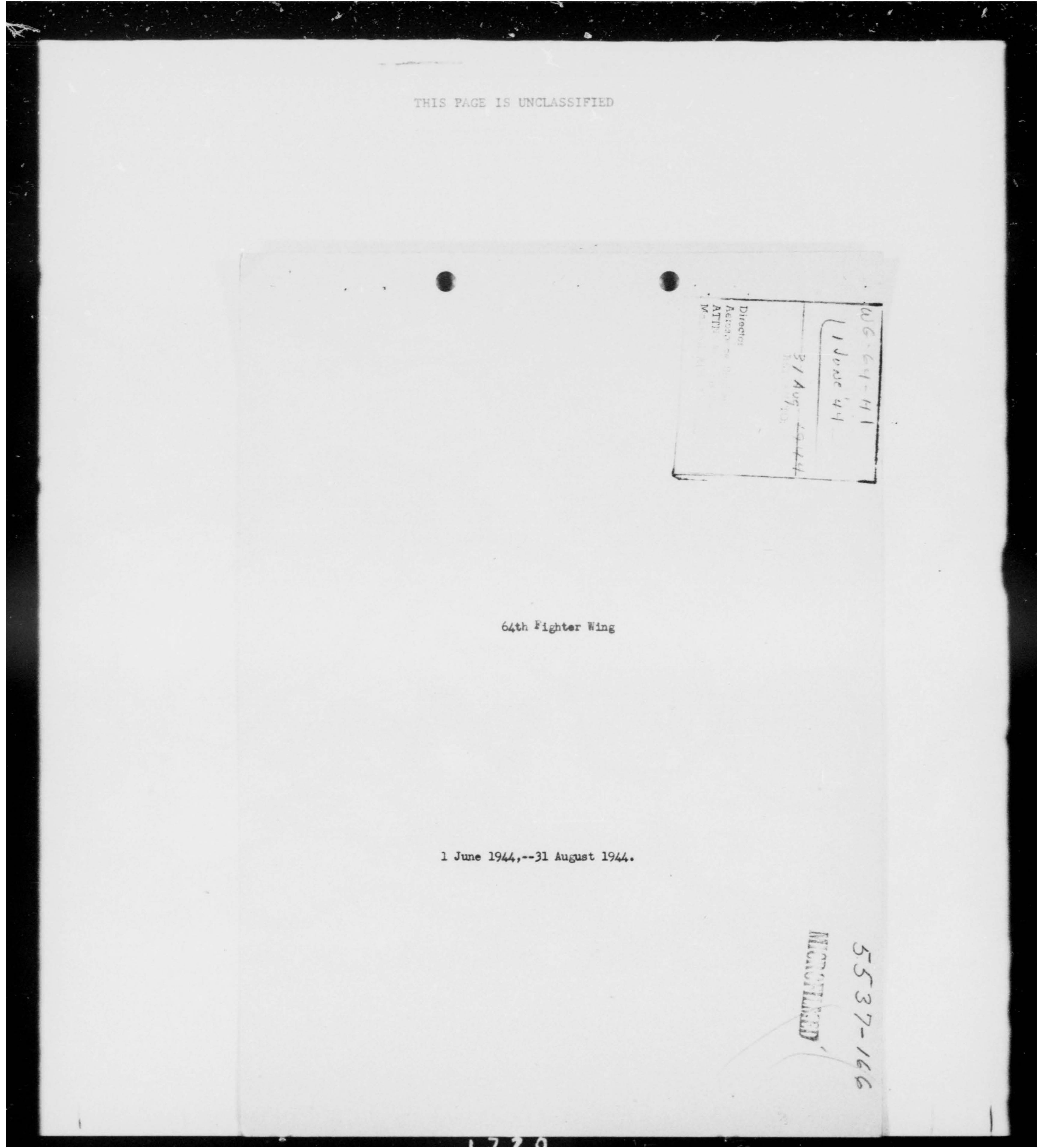
June 28. The II Corps moves in and takes over the beach. They plan to clean it up and put volley ball courts in.

June 29. Routine duties.

June 30. "Speedy Beach" as it is now named from the call sign of the II Corps is very popular with Wing personnel during their off-duty hours. Several "Bella Signorine" have discovered it too.

For the Commanding General:

ALLIE G. HENRY,
Major, Air Corps,
Actg Adjutant.



64th Fighter Wing

1 June 1944,--31 August 1944.

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S E C R E T

HEADQUARTERS 64TH FIGHTER WING
Office of the Commanding General
APO #650

1 September 1944.

SUBJECT: Historical Records.

THROUGH: Commanding General, XII Tactical Air Command.

TO : Commanding General, Twelfth Air Force.

1. Outline History of the 64th Fighter Wing for the period June 1, 1944 through August 31, 1944.

a. Present Designation: 64th Fighter Wing

b. Changes in Organization:

(1) Changes in Designation: None

(2) Transfer of Subordinate Units:

(a) 244 Wing (RAF) transferred to Desert Air Force on June 6, 1944.

(b) 600 Squadron (RAF) transferred to 87th Fighter Wing on July 10, 1944.

(c) 251st Wing (RAF) placed under operational of the 64th Fighter Wing on August 27, 1944.

(d) 339th Wing (French) placed under operational control of the 64th Fighter Wing on August 30, 1944.

(e) 322nd Wing (RAF) placed under operational control of the 64th Fighter Wing on August 14, 1944.

(3) Changes of Commanding General: No Change.

(4) Changes of Staff Officers:

(a) On August 5, 1944, Major Arlie G. Henry was relieved of his duties as Wing A-1 Officer and returned to the United States on rotation.

(b) On August 10, 1944, Major William B. Barrett assumed the duties of Wing A-1 Officer.

S E C R E T

(5) Changes in T/O: None.

c. Strength, Commissioned and Enlisted during the period:

	Officers	Enlisted
(1) At beginning	37	150
(2) Net Increase	3	-
(3) Net decrease	-	-
(4) At End	40	120

d. Station: St. Tropez, France - Date of arrival, August 15, 1944.

e. Movements during the period.

(1) From Circeo di San Felice, Italy to Rocco di Papa, Italy.
- (a) Purpose: Change of Station
- (b) June 6, 1944.
- (c) Motor Convoy.
- (d) Roads good but many bridges blown out. Weather good.

(2) From Rocco di Papa, Italy to Orbetello, Italy.
- (a) Purpose change of Station
- (b) June 19, 1944
- (c) Motor Convoy
- (d) Roads good. Weather good

(3) From Orbetello, Italy to Santa Maria di Capua, Italy.
- (a) Purpose: To enter the XII AFSC Staging Area in preparation for Operation "Anvil".
- (b) July 19, 1944
- (c) Motor convoy
- (d) Roads Good. Wea ther Good

(4) From Santa Maria di Capua, Italy to St. Tropez, France.
- (a) Purpose: Change of Station
- (b) August 9 to August 15, 1944.
- (c) Ship Convoy
- (d) Weather good

f. Campaigns:

(1) Italy: Begun September 10, 1943. Still in progress

(2) Southern France: Begun August 15, 1944. Still in progress

g. Operations:

(1) Campaigns: Italy and Southern France

(2) The 64th Fighter Wing continued its assigned role of coordinating fighter operations under the Twelfth Tactical Air Command.

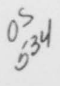
h.

i. There were no losses in a ction of Wing Personnel during the period.

j. A wards for Distinguished Service during the period: None

For the Commanding General:

FRANCIS T. BUTLER,
Capt, Air Corps,
Adjutant.



HEADQUARTERS 64TH FIGHTER WING
Office of the Commanding General
APO # 650

1 September 1944.

SUBJECT: War Diary.

THROUGH: Commanding General, XII Tactical Air Command, APO 374.

TO : Commanding General, Twelfth Air Force, APO 650.

1. The following is the War Diary of the 64th Fighter Wing for the months of July and August, 1944.

2. Location - Orbetello and Santa Maria di Capua in Italy and St. Tropez in France.

1 July
The picture "And the Angels Sing" is shown in the bivouac area.

2 July
Routine duties. The II Corps has moved into the area and improved the beach nearby.

3 July

Routine duties.

4 July
No celebration of Independence Day. We were to have beer but the plane went awry.

5 July
The beer, flown up from Naples, arrived.

6 July
Starting today, three-day passes are to be given out. Many of the men plan to use their leave to visit Rome while others look forward to spending the time in Naples where they made many friends during our stay in the Neapolitan area.

7 July
"The Song of Bernadette" is the picture tonight.

8 July
Routine duties.

9 July
Routine.

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10 July
"Chip Off the Old Block" is the movie fare.

11 July
The shower unit is set up. Touch football after supper begins to vie with swimming on the sports card.

12 July
All day long explosions rocked the area. A Jerry ammo dump nearby, set off by stubble fires, brought all the sound effects of war to our tent flaps. Things quited down about last night and "Shine On Harvest Moon" was shown on the screen.

13 July
"Three Cadets" a V.D. film was the cinema attraction tonight.

14 July
The populace of Grottaglie, most of whom took to the hills during the recent fighting, have been drifting back into town and are beginning to clear the debris from the streets.

15 July
"Hi-Diddle-Diddle" shown on the screen.

16 July
Routine duties. Advance echelon prepares to leave for Naples. "Once Upon a Time" in the cinema.

17 July
Advance echelon leaves Grottaglie and, after a nine-hour trip arrives in Naples. Headquarters are set up in a building also occupied by the 62nd Fighter Wing. Back in Grottaglie "Du Barry was a Lady" is shown on the screen.

18 July
Advance headquarters in Naples begin preparation for operation "Anvil".

19 July
All of the units of the Wing move to the Air Force staging area near Santa Maria di Capua.

20 July
Day is spent setting up tents.

21 July
Advance headquarters in Naples continues with preparations for the next move. At Santa Maria the squadron settles down to wait.

22 July to 9 August
One day is much like another in the staging area. A formation at reveille, then "fed and back to bed". Peasant women from the countryside come into camp in the morning to pick up laundry.

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Nearby in the town of Santa Maria the Red Cross has an enlisted mens' club where ice cream is served twice a day. Having been stationed in this part of Italy for eight months, it is a little like coming home and many go on pass to visit friends. Movies are shown almost every night and beer is served often. Some just sunbathe all day. The showers are set up and are popular for the heat and dust are pretty bad. The peasants cut hemp in the fields around the camp. There is not much excitement. One night a Jerry pilot, fed up with the war, lands at the nearby air strip. Sometimes ack-ack lets loose at reconnaissance planes.

10 August
About 36 men leave today and go aboard ships in Naples Harbor. The headquarters detachment is on the Marie Robbins.

11-12 August
Lie aboard ship in the harbor just off Castellamare.

13 August
Leave the harbor of Naples.

14 August
At sea. Briefed on the coming landings.

15 August
Watch cruisers shelling and Liberators bombing the coast. Come ashore uneventfully at 1630.

16 August
Headquarters detachment, together with Cos #2, move from the beach to a hillside outside of St. Tropez. Snipers are still active in the hills and fragmentation bombs were dropped in the main square in St. Tropez.

17 August
Cos #2 moves out to another hill about a mile from the chateau grounds where the headquarters detachment is bivouaced.

18 August
Headquarters is moved from the chateau to a pine woods on the estate. No dust. No heat.

19 August
St. Tropez is put off limits to all troops. No one seems to know the reason why.

20 August
Ack-ack show tonight. Results not known.

21 August
A French baker is found and we have fresh bread at meals.

22 August
Shortages in equipment given out.

23 August
Squadron headquarters leave Italy. The Italian POW who had been with the outfit as KP's since Gela in Sicily are left behind. Some of them cried.

24 August
Routine duties.

25 August
Headquarters Squadron catches up with the advance echelon.

26 August
Movie tonight is "Jam Session".

27 August
In the town of St. Tropez, French patriots clip the hair of women collaborationists.

28 August
"Commanders Choice" shown on the screen.

29 August
Another movie tonight, Charles Laughton in "The Canterville Ghost".

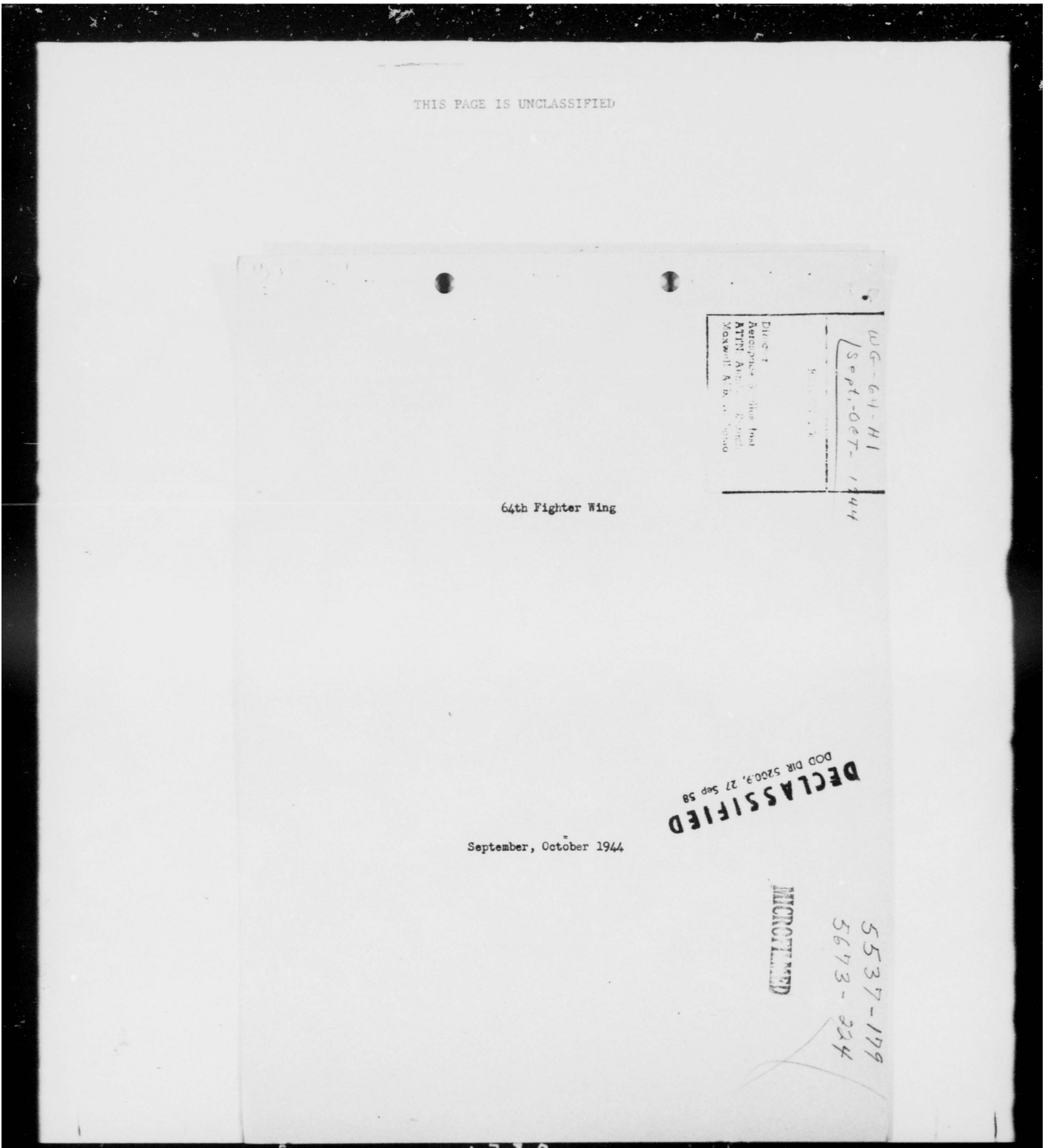
30 August
Routine duties.

31 August
"Bathing Beauties" shown at the camp cinema.

For the Commanding General:

William [illegible] Barrett Jr.
WILLIAM [illegible] BARRETT JR.,
Major, Air Corps,
Actg. Adjutant.

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HEADQUARTERS 64TH FIGHTER WING
Office of the Commanding General
APO #374

SUBJECT: Historical Records. 1 October 1944.

THROUGH: Commanding General, XII Tactical Air Command, APO 374.

TO : Commanding General, Twelfth Air Force, APO 650.

1. Outline History of the 64th Fighter Wing for the period September 1, 1944, through September 30, 1944.

a. Present Designation: 64th Fighter Wing

b. Changes in Organization: None

c. Transfer of Subordinate Units:

(1) 79th Fighter-Bomber Group placed under operational control of the Wing on September 21, 1944.

(2) 4th Group (French) placed under operational control of the Wing on Septmber 21, 1944.

(3) 324 Fighter-Bomber Group placed under operational control of the Wing on September 21, 1944.

(4) 371 Fighter Group placed under operational control of the Wing on September 31, 1944.

(5) 50th Group placed under operational control of the Wing on September 29, 1944.

(6) 79th Fighter-Bomber Group was released from operetional control of the Wing on September 29, 1944.

(7) 324 Wing (RAF) was released from operational control of the Wing on September 10, 1944.

(8) 251 Wing (RAF) and 322 Wing (RAF) were released from operational control of the Wing on September 21, 1944.

d. Changes in Commanding General: No Change

e. Change in Staff Officers:

(1) On August 27, 1944, Colonel Nelson P. Jackson assumed the duties of Wing Executive Officer, succeeding Colonel William K. McNown who was appointed Air Inspector for the Wing.

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(2) On August 27, 1944, Major Julius Goldstein assumed the duties of Chief Controller succeeding Major Arthur N. Selby.

(c) On September 10, 1944, Major Charles E. Bunn assumed the duties of Wing A-2 Officer succeeding Lt Colonel Jack Romerman.

(d) On September 10, 1944, Colonel McKown, Colonel Romerman and Major Selby were transferred to the First Fighter Command, Mitchell Field, New York, New York.

f. Changes in T/O: None

g. Strength, Commissioned and Enlisted during the period:

	Officers	Enlisted
(1) At beginning	41	156
(2) Net Increase	-	-
(3) Net Decrease	2	1
(4) At End	39	155

h. S tation: Dole, France Date of Arrival, September 19, 1944.

i. Movements during the period:

(1) From St. Tropez, France to Dole, France.

(a) Purpose: Change of Station.
(b) September 17, to September 19, 1944.
(c) Motor Convoy.
(d) Roads good. Weather- rain storms.

j. Campaign: Southern France: Begun August 15, 1944. Still in progress

k. Operations:

(1) Southern France.

(2) The Wing assumed operational control of all fighter-bomber operations and night-fighter operations under the XII Tactical Air Command.

l. This heading applies only to lower units.

m. There were no losses in action of Wing Personnel during the period.

n. Awards for distinguished service during the period: None

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Wg Historical Records dtd 1 Oct 44 (Cont'd)

For the Commanding General:

FRANCIS T. BUTLER,
Major, Air Corps,
Adjutent.

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S E C R E T

HEADQUARTERS 64TH FIGHTER WING
Office of the Commanding General
APO #374

: S E C R E T
: BY AUTH OF
: CG 64TH FTR WG
: DATE: 1 Nov 44
: INITIALS:

1 November 1944.

SUBJECT: Historical Records.

TO : Commanding General, XII Tactical Air Command, APO #374.

1. Outline history of the 64th Fighter Wing for the period October 1, 1944 through October 31, 1944.

a. Present Designation: 64th Fighter Wing.

b. Change in Organization: None.

c. Transfer of Subordinate Units: None.

d. Change in Commanding General: No Change.

e. Change in Staff Officers:

(1) On October 15, 1944, Captain Clarence C. Stidston was appointed Wing A-4 Officer, succeeding Major Amos F. Riha who became Assistant Wing A-3 Officer. This change was made effective as of September 1, 1944.

(2) On October 15, 1944, Captain Wayne J. Seitz, appointed Commanding Officer, Hq & Hq Sq, succeeded Captain Wallace K. Oldfather who assumed the duties of Commanding Officer, 64th Fighter Wing (Rear).

(3) On October 25, 1944, Lt. Col. Franklin W. Horton assumed the duties of Wing A-3 Officer, succeeding Lt. Col. Glenn P. Anderson, transferred to XII Tactical Air Command.

(4) On October 25, 1944, Major Amos F. Riha was appointed Wing A-4 Officer and Captain Clarence C. Stidston assumed the duties of Assistant A-4 Fiscal Officer for the Wing.

(5) On October 25, 1944, Captain Carl W. Eckhardt was appointed Commanding Officer, Hq & Hq Sq, 4th Fighter Wing and Captain Wayne J. Seitz assumed the duties of Squadron Adjutant, and Acting Commanding Officer, Hq & Hq Sq.

f. Changes in T/O: None.

g. Strength, commissioned and enlisted during the period:

	Officers	Enlisted
At beginning	39	155
Net Increase	2	---
Net Decrease	-	12
At End	41	143

S E C R E T

h. Station: Dole, France, Arrived September 19, 1944

i. Movements during the period: None.

j. Campaigns: Southern France, begun August 15, 1944; still in progress.

k. Operations:

(1) Southern and Eastern France.

(2) The Wing continued operation control of all fighter-bomber and night-fighter operations under the XII Tactical Air Command.

l. This heading applies only to lower units.

m. There were no losses in action of Wing personnel during the period.

n. Awards for distinguished service during the period: None.

For the Commanding General:

FRANCIS T. BUTLER,
Major, Air Corps,
Adjutant.

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HEADQUARTERS 64TH FIGHTER WING
Office of the Commanding General
APO #374

1 December 1944

SUBJECT: War Diary

TO : Commanding General, XII Tactical Air Command, APO #374

1. The following is the War Diary for the 64th Fighter Wing from 1 September 1944 to 30 November 1944.

1 September - PX rations sold after supper with four cans of beer apiece.

2 September - Seconds on the PX with an additional four cans of beer.

3 September - "The Ghost Catchers" shown on the screen in the bivouac area.

4 September - Another movie tonight, this one, "Up in Mabel's Room".

5 September - Some of the personnel move forward with "Ops 2" to Biol, France near Lyons. Others are sent to "Ops 1" near-by at St. Tropez.

6 September - Routine duties.

7 September - "Secret Command" shown on the screen.

8 September - 17 September - With operations taken over by the Control Centers and many of the personnel split up among the several "Ops" personnel of the Wing left at St. Tropez settle down to a period of waiting. The weather continues warm but with the beaches mined, swimming is out and about the only recreation is the almost nightly movie. However, two day passes are given out and many of the men make trips to Marseilles, Hyeres, Nice and other towns along the Riviera.

18 September - All of Wing Headquarters except a small detachment of the Headquarters Squadron move to Biol. Upon leaving the coast there came a big change in the weather and the all-day trip was made in a drizzle of rain.

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19 September - After a one-night stop at Biol, Headquarters moves on to a bivouac area outside of Dole, France, home town of Louis Pasteur.

20 September - Tents are set up in a field near the Church of the Shrine of Mont Roland. For the first few meals Headquarters ate with Ops 1 now renamed Control Center #1.

21 September - All of the Wing personnel that have been on detached service with the "Ops" now return and the Wing begins to operate again as a unit. Offices are in the building occupied by Control Center #1.

22 September - The motion picture projector is set up in a wagon shed behind the church and the first movie shown is "Broadway Rythm".

23 September - Inspection of the bivouac area is made by Colonel Jackson, Wing Executive.

24 September - A daily truck run into Dole is begun for those who wish to shower at a service group in town. "Lost Angel" on the screen.

25 September - Plans are started for a Wing Enlisted Men's Club.

26 September - The picture show tonight is "Gildersleeves Ghost".

27 September - One of the FFI is killed and three others badly hurt when their car sideswipes a 6 x 6 a couple of hundred yards from Headquarters. First aid is given by the Wing medics and took the injured men to a hospital.

28 September - A FW-200 is shoot down by our Beaufighters directed from Control Center #1. The Jerry plane was a transport courier between the Reich and Spain.

29 September - Gas mask inspection with a test in a gas chamber.

30 September - Groups under control of the Wing take advantage of a break in the weather to destroy 15 enemy locomotives.

1 October - Enlisted men's club is opened by Control Center #1 and the personnel of Wing Headquarters are given club privileges.

2 October - Routine duties.

3 October - T/Sgt Dan Howes buys a bull fiddle in Dijon and Wing swing band is reactivated. "Tornado" is shown on the screen.

S E C R E T

4 October - Bad weather continues and there is no air activity.

5 October - The weather opens up a little today and Wing groups destroy 20 locomotives and damage 23 others in attacks on enemy transport. When enemy aircraft came up to intercept them, Thunderbolt pilots shot down two and damaged another.

6 October - "Ladies in Washington" was the movie fare tonight.

7 October - Another good break in the weather and units of the Wing destroy 10 enemy aircraft in the air and on the ground in addition to knocking out 29 locomotives.

8 October - 10 October - Bad weather again and all groups stood down.

11 October - The rest of the Headquarters personnel, left behind at St. Tropez, arrive. The weather cleared for a couple of hours and an enemy aircraft was destroyed by Wing pilots.

12 October - In spite of continued bad weather Wing units today destroyed, 37 enemy locomotives and damaged 23 others.

13 October - Continued bad weather and no flying. With the constant rain and the breaking of the ground by jeeps and trucks the bivouac area is ankle deep in mud.

14 October - There were 200 sorties flown today in approximately three hours of operational weather. Thunderbolts destroyed 2 enemy aircraft on the ground and blasted one out in the air. In attacks on enemy transport 19 locomotives were destroyed and 21 rail cuts made.

15 October - Continuing the attacks on Jerry's tranport Wing units destroy 20 locomotives. They also make 24 rail cuts. During the night a Beaufighter of the 415th Squadron made contact with a FW-200 and scored hits on it.

16 October - Shower unit is set up in the bivouac area.

17 October - After a layoff of one day due to weather groups of the Wing were out again today. So was Jerry and in the ensuing scrap between the Thunderbolts and the Messerschmidts, four of the enemy were destroyed and three others damaged.

18 October - Another non-operational day. Andy Hardy has "Blonde Trouble" on the silver sheet.

19 October - Thunderbolt pilots of Wing units had a field day shooting down seven enemy aircraft, probably destroying two more and damaging four others.

20 October - "Mr Skeffington" is shown at the Wing Theater.

21 October - Weather bad.

22 October - "Nine Girls" shown on the screen. Wing enlisted mens club opens in a building by Headquarters.

23 October - "French Revue #1" is shown at the Dole Municipal Theater and fifty tickets are distributed among Wing personnel. Two trucks take the men into town.

24 October - "It Happened Tomorrow" at the cinema.

25 October - It didn't happen today. Weather was 10/10.

26 October - After six days of standing down Wing units go out and destroy a railway station.

27 October - Non-operational weather returns. "Casanova Brown" shown on the screen.

28 October - No flying during the day but a Beaufighter gets strikes on a FW-200 during the night.

29 October - Two successful missions to drop food and medical supplies to forward ground troops were made despite unfavorable weather.

30 October - Again two successful missions were flown in a food and supply dropping operation.

31 October - Routine duties.

1 November - Units of the Wing destroy a locomotive and make five rail cuts. "Janie" is the picture shown on the Special Service screen.

2 November - Preparations are made for Wing Headquarters to move forward to Control Center #2.

3 November - Move by motor convoy to Ludres, France, about six miles from Nancy.

4 November - Wing Headquarters set up in the building occupied also by Control Center #2. This building is placed on a hill overlooking the town. The enlisted men are billeted in the school adjoining the mayor's house and office. The officers are billeted in private homes about the village.

5 November - The enlisted mess is set up in a building about a hundred yards down the road from the center of town. Lights are provided by tapping the municipal power line which doesn't function all the time and some meals are eaten by candlelight. Wing units make a rail cut and damage 20 enemy railroad cars.

6 November - Bad weather and no flying.

7 November - The weather continued bad.

8 November - Wing theater set up in the enlisted mess hall of Control Center #2 and the first movie shown was "Hail The Conquering Hero".

9 November - Plans to establish an enlisted men's club room are delayed for want of a good place in this small town. However, a hall is found a little worse for shellfire and with a leaky roof but with four walls. A tarpaulin over the roof lessens the leaks and the club begins to clean and decorate the place.

10 November - "Pin Up Girl" shown at the Wing theater.

11 November - The citizens of Ludres observe Armistice Day by attending a requiem mass at the little church on the hill. General Barcus and members of his staff attend the church service and are present at a brief ceremony in the village square at the memorial for the dead of World War I. A color guard is furnished by Squadron Headquarters.

12 November - The enlisted men's club open their renovated club room and bar with a dance. Music is furnished by the Wing swing band alternating, with one of the local boys on the accordion. The village belles were out in great strength escorted by a large force of male relatives and boy friends. Many of the latter were GIs from CC #2 who after all were here first and appear to have become acquainted with many of the villagers.

13 November - This morning the first of the reveille formations was held at 0645 hours.

14 November - "Bathing Beauties" shown on the screen.

15 November - Representatives of the Wing enlisted men's club and the club at CC #2 work out an agreement for reciprocal membership.

16 November - Wing units destroy 9 enemy locomotives and 10 RR cars. "The Great American Empire" shown on the screen.

17 November - Better weather - Thunderbolts of the Wing knock out 17 enemy guns, make 7 rail cuts and destroy 44 M/T in attacks ahead of the advancing Seventh Army.

18 November - In attacks on enemy transportation Thunderbolts of the Wing destroy 12 locomotives, 127 railroad cars, make seven rail cuts and knock out 27 motor transports.

19 November - Including the Beaufighters, aircraft under control of the Wing fly a total of 431 sorties, the biggest 24 hours of the campaign in France. 18 enemy locomotives and 58 railroad cars were destroyed along with 70 buildings and 105 M/T. Railcuts totaled 15 and 6 enemy guns were knocked out.

20 November - Weather prevented air operations. "Louisiana Hayride" was the movie fare.

21 November - Weather cleared for a short period during the day and Thunderbolts destroyed six locomotives and made three rail cuts. During the absence of Colonel Jackson in hospital Major Frank S. Swain was appointed Acting Executive Officer for the Wing.

22 November - The weather was poor again today.

23 November - Thanksgiving Day was celebrated at the officers and enlisted men's messes with turkey and all the trimmings including ice cream. After supper a dance was held at the enlisted men's club. The dance was somewhat crowded and members of the Wing club and those from Control Center #2 agreed that in the future it would be better to hold their dances in the club-rooms separately.

24 November - Bad weather so no flying. "Sweet and Lowdown" on the screen.

25 November - A break in the weather and the Luftwaffe made one of its rare appearances. Thunderbolts of the Wing knocked 11 of the Jerry planes out of the air and damaged another nine, in addition to the aerial victories the airmen of the Wing destroyed six locomotives and made 5 rail cuts.

26 November - One Jerry plane was destroyed in the air today and eight others were knocked out on the ground. In our attacks on German transportation the score was 14 locomotives destroyed and 6 rail cuts made.

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27 November - One locomotive and ten railroad cars were destroyed by Wing units. "Going My Way" with Bing Crosby shown on the screen.

28 through 30 November - Weather stopped operations.

For the Commanding General:

FRANCIS T. BUTLER
Major, Air Corps
Adjutant

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S E C R E T

HEADQUARTERS 64TH FIGHTER WING
Office of the Commanding General
APO #374

1 January 1945.

SUBJECT: Historical Records.

TO : Commanding General, XII Tactical Air Command, APO #374.

1. Outline History of the 64th Fighter Wing for the period November 1 1944 through December 31, 1944.

a. Present Designation: 64th Fighter Wing

b. Change in Organization: None

c. Transfer of Subordinate Units:

(1) On November 3, 1944 the 339 Wing (FAF) was released from operational control of the 64th Fighter Wing.

(2) On November 15, 1944, the 358th Fighter Group (AAF) was placed under operational control of the 64th Fighter Wing.

(3) On December 26, 1944, the First Fighter Group (FAF) was placed under operational control of the 64th Fighter Wing.

d. Change in Commanding General: None

e. Change in Staff Officers:

(1) On November 21, 1944, Major Frank S. Swain was appointed Acting Wing Executive Officer during the absence in Hospital of Colonel Nelson P. Jackson.

(2) On December 15, 1944. Lt Colonel Gail L. Stubbs was appointed Wing A-3 Officer succeeding Lt Colonel Franklin W. Horton, transferred to 324th Fighter Group (AAF).

(3) On December 28, 1944, Major Wilfrid Kurtland was appointed Wing A-2 Officer, succeeding Major Charles E. Bunn, transferred to First Tactical Air Force.

(4) On December 28, 1944, Major Swain was appointed Wing A-1 Officer succeeding Major William B. Barrett, transferred to First Tactical Air Force.

f. Changes in T/O: None

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g. Strength, Commissioned and Enlisted during the period:

	Officers	Enlisted
At Beginning	41	143
Net Increase	2	8
Net Decrease	-	-
At End	43	151

h. Station: Ludres, France. Arrived November 3, 1944.

i. Movements during the period.

(1) From Dole, France to Ludres, France.

(a) Purpose: Change of Station.

(b) November 3, 1944.

(c) Motor convoy.

(d) Roads good. Weather rainy.

j. Campaign: German: Began 15 September 1944. Still in progress.

k. Operation.

(1) German.

(2) The Wing continued operational control of all fighter-bomber and night fighter operations under the XII Tactical Air Command.

l. Applies only to lower units.

m. There were no losses in action of Wing personnel during the period.

n. Awards for distinguished service during the period: None. *

* Omitted in previous outline the following decorations were awarded by General Order #53, XII Tactical Air Command, dated 4 October 1944.

Colonel Nelson P. Jackson, Distinguished Flying Cross
Air Medal
Colonel William K. McNown, Bronze Star Medal
Major Francis T. Butler, Bronze Star Medal
Captain Clarence C. Stidston, Bronze Star Medal

For the Commanding General:

FRANCIS T. BUTLER,
Major, Air Corps
Adjutant.

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: By Auth of
: CG, 64th F.W.
:: Initials______
: Date__________

HEADQUARTERS 64TH FIGHTER WING
Office of the Commanding General
APO #374

1 January 1945

SUBJECT: War Diary.

TO : Commanding General, XII Tactical Air Command, APO #374.

1. The following is the War Diary for the 64th Fighter Wing for the period December 1, 1944 through December 31, 1944.

1 December. Units of the Wing destroyed 9 locomotives today and damaged 4 marshalling yards.
2 December. Todays score against enemy aircraft by Wing Units was 4 destroyed and 5 damaged.
3 December. Routine duties.
4 December. Routine duties.
5 December. Wing units continue their attacks on enemy transport damaging 8 marshalling yards. No enemy aircraft came up to meet our fighters who destroyed an FW-190 on the ground.
6 December. Bad weather cut down the flying today and only 3 missions were flown.
7 December. Weather shut down completely and there was no flying. At reveille the First Sergeant announed that unless the man guilty of emptying a carbine into the air last night was found, everyone faced a 2000 hour bed-check.
8 December. The weather cleared up some today and our pilots were out destroying 3 locomotives and damaging 2 marshalling yards. "Pick-Up-Girl" a VD movie was shown to the men.
9 December. Today was overcast with snow flurries and only 3 missions were flown. PX rations were on sale. Daily rumor: we are turning in our carbine ammunition to relieve a shortage at the front.
10 December. Routine duties.
11 December. The new sleeping bags were issued today.
12 December. The mess section have a party tonight at the mess hall. Pilots under the Wing destroy two enemy aircraft in combat and damage two others.
13 December. Cigarette rations (6 packs) given out today.
14 December. The medics have a field day with everyone getting "shots".
15 December. Thunderbolts bomb the marshalling yard at Landau.
16 December. Dance tonight at the enlisted men's club. Over 300 sorties were flown by Wing units and 6 enemy aircraft were destroyed in air combat.
17 December. Today pilots under the Wing damaged 7 marshalling yards in enemy territory. Some 30 plus enemy fighters rose to challange and of these 4 were destroyed, and 3 more were probably destroyed. Our losses were two planes and pilots missing in action. At 2000 hours French civilians reported the landing of enemy parachutists about a mile away from the barracks. A posse was quicly formed and the reported landing place and houses nearby were seached without avail.

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18 December. After the hunt for paratroopers there was no reveille this morning.

19 December. No enemy aircraft sighted in the air so pilots of the Wing go down to strafe and destroy 2 He-111's on the ground while engaged in bombing and strafing 8 marshalling yards in attacks on the enemy's transport.

20 December. Todays romor had a bunch of PWs escaping but on investigation this proved false. The civilians continue to report enemy agents.

21 December. This time it was the McCoy. Enemy paratroopers were captured nearby and the guard is doubled for all units of the Wing. This was the second day of bad weather with little flying and no claims.

22 December. A six-hour tour of guard duty for the personnel of the Wing is begun with all grades sharing the duty. The weather is continued bad.

23 December. The enlisted men have a dance at the club with the Wing swing band furnishing the music. In the air 7 Jerry planes were destroyed as they attempted to intercept our fighter bombers who also destroyed 6 locomotives; made 5 rail cuts and damaged four marshalling yards.

24 December. There were 322 sorties flown this Christmas Eve and 12 of the enemy's marshalling yards were damaged by bombing and strafing. Many of the personnel at Wing Headquarters attend the midnight mass at Ludres little church.

25 December. In combat today 2 enemy planes were destroyed and 2 of our pilots are missing. Turkey dinner is served at 1500 hours.

26 December. Jerry planes in the vicinity and Captain Frazier and Pfc Ernest E. Ziegler were wounded as they drove back to Forward Sector Ops #2 from Headquarters.

27 December. The tour of duty is broken up into two three-hours shifts.

28 December. First Sergeant Curtis O. Burke was relieved and Sergeant John Honan is appointed Acting First Sergeant, Headquarters Squadron.

29 December. Two enemy aircraft, 1 He-111 and 1 Ju-88, were destroyed in air combat by night fighters under control of the Wing.

30 December. In combat today Wing pilots destroy 5 enemy aircraft, probably destroy 3 others and damage another.

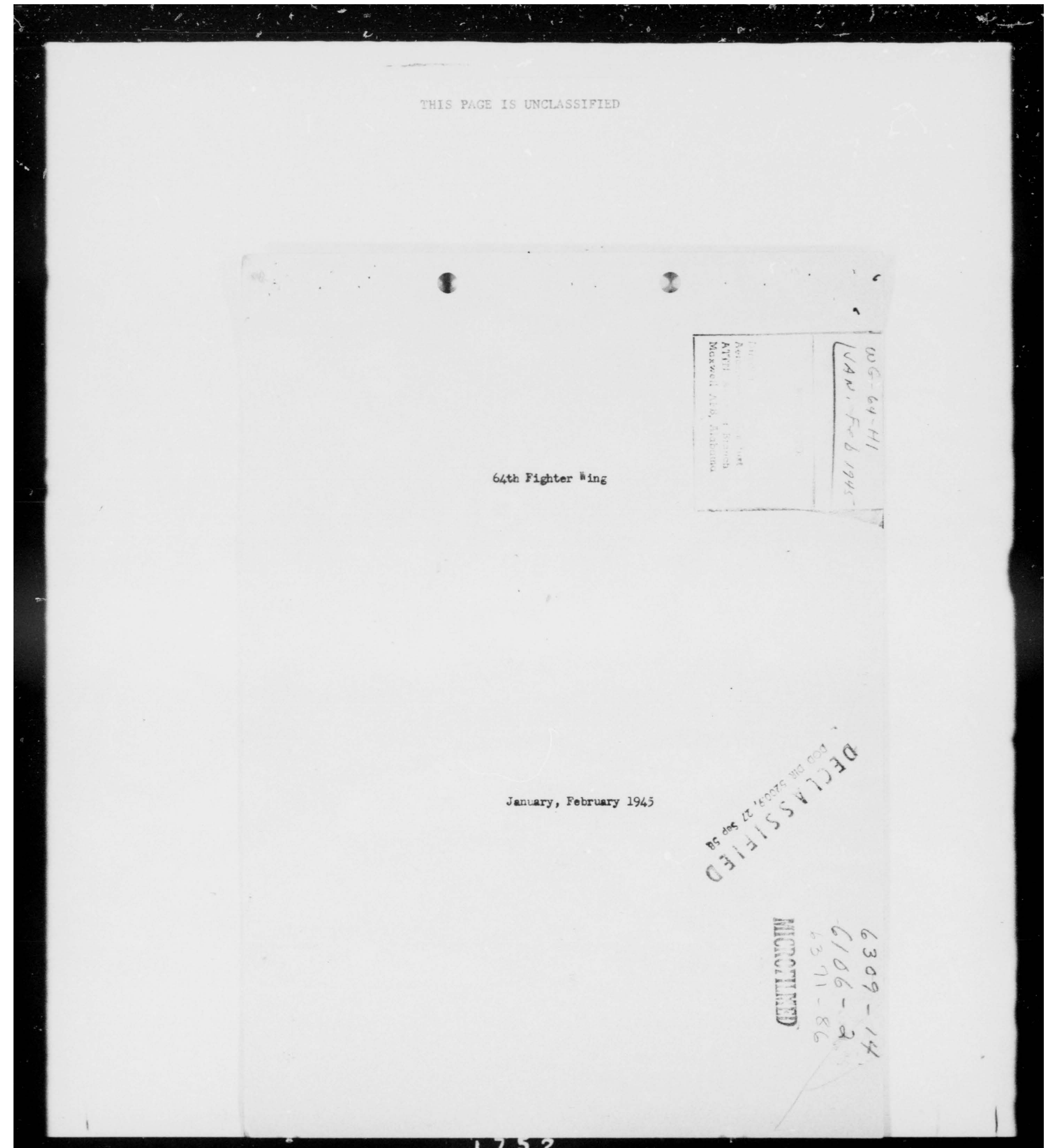
31 December. The Wing score against the enemy during the period was 5 Me-109's, and 1 Ju-88 destroyed. Two Thunderbolt pilots and the crew of a Beaufighter were missing in action.

For the Commanding General:

FRANCIS T. BUTLER,
Major, Air Corps,
ADJUTANT.

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64th Fighter Wing

January, February 1945

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HEADQUARTERS 64TH FIGHTER WING
Office of the Commanding General
APO #374

:SECRET: By Auth of CG, 64 F.W. 1 Feb '45 Init______

SUBJECT: Historical Records. 1 February 1945.

TO : Commanding General, XII Tactical Air Command.

1. Outline History of the 64th Fighter Wing for the period 1 January 1945 through 31 January 1945.

a. Present Designation: 64th Fighter Wing

b. Change in Organization: None

c. Trensfer of Subordinate Units: None

d. Change in Commanding General:

(1) One 29 January, 1945, Brigadier General Glenn O. Barcus relinquished command of the 64th Fighter Wing to assume command of the XII Tactical Air Command.

(2) On 29 January 1945, Colonel Nelson P. Jackson assumed command of the 64th Fighter Wing.

e. Change in Staff Officers:

(1) On 30 January 1945, Lt Colonel William E. McEntire was appointed Wing Executive Officer, succeeding Colonel Jackson.

f. Change in T/O: None

g. Strength, Commissioned and Enlisted during the period:

	Officers	Enlisted
At Beginning	43	151
Net Increase	--	---
Net Decrease	3	6
At End	40	145

h. Station: Nancy, France. Arrived 15 January 1945.

i. Movements during the period.

(1) From Ludres, France to Nancy.

(a) Purpose: Change of Station
(b) 15 January 1945
(c) Motor Convoy
(d) Roads and Weather good

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j. Campaign: German - Began 15 September 1944, still in progress.

k. Operation:

(1) German.

(2) The Wing continued operational control of all fighter-bomber and night fighter operations under the XII Tactical Air Command.

l. Applies only to lower units.

m. There were no losses in action of Wing Personnel during the period.

n. Awards for distinguished service during the period:

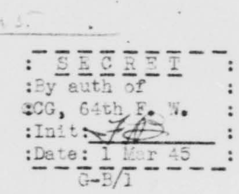
(1) The following decorations were awarded to Wing personnel by General Order #7, XII Tactical Air Command, dated 16 January 1945.

Lt Colonel Amos F. Riha	Bronze Star Medal
Major Fredrick R. Convery	Bronze Star Medal
Captain William H. Davidson	Bronze Star Medal
Captain Carl W. Eckhardt	Bronze Star Medal

For the Commanding Officer:

FRANCIS T. BUTLER,
Major, Air Corps,
Adjutant.

S E C R E T



HEADQUARTERS 64TH FIGHTER WING
Office of the Commanding General
APO #374

1 March 1945.

SUBJECT: Historical Records.

TO : Commanding General, XII Tactical Air Command, APO #374, US Army.

1. The following is the Outline History of the 64th Fighter Wing for the period 1 February 1945 through 28 February 1945.

a. Present Designation: 64th Fighter Wing.

b. Change in Organization: No change.

c. Transfer of Subordinate Units.

(1) The 371st Fighter Group was released from operational control of the Wing 15 February 1945. The group was placed under XIX Tactical Air Command.

(2) The 27th Fighter-Bomber Group began operations under control of the Wing on 22 February 1945.

(3) The 86th Fighter-Bomber Group began operations under control of the Wing on 25 February 1945.

(4) Both these fighter-bomber groups came from the XII Air Force.

d. Change in Commanding Officer: No change.

e. Changes in Staff Officers: No change.

f. Change in T/O: No change.

g. Strength, Commissioned and Enlisted for the Period:

	Officers	Enlisted
At beginning	40	145
Net increase	6	17
Net decrease	-	-
At end	46	162

h. Station: Nancy, France. Arrived 15 January 1945.

i. Movement during the Period: No movement.

j. Campaign: German - Begun 15 September 1944, still in progress.

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k. Operation:

(1) German

(2) The Wing continued operation control of all fighter-bomber and night fighter operations under the XII Tactical Air Command.

l. Applies only to lower units.

m. Losses in action of Wing personnel during the period: None.

n. Awards for distinguished service during the period:

(1) The following decoration was awarded by General Order #18, XII Tactical Air Command:

Major Wilfrid Murtland — Bronze Star Medal.

For the Commanding Officer:

FRANCIS T. BUTLER,
Major, Air Corps,
Adjutant.

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HEADQUARTERS 64TH FIGHTER WING
Office of the Commanding General
APO #374

1 March 1945.

SUBJECT: War Diary.

TO : Commanding General, XII Tactical Air Command, APO #374, US Army.

1. The following is the War Diary of the 64th Fighter Wing for the period January 1, 1945 through February 28, 1945.

1 January - Fighter bomber pilots of the Wing begin the new year by destroying 16 enemy aircraft in combat.

2 January - A few minutes after noon today a terrific explosion rocked the town of Ludres. Virtually every window in town was blown out, buildings were cracked as if by an earthquake and the streets were filled with broken glass. Both the buildings, housing Wing Headquarters and the Enlisted Mens' Billets were damaged and the Enlisted Mess Hall was a total loss. There were no severe injuries among Wing personnel but approximately 100, including some French civilians, were treated at the dispensary. There were planes overhead at the time and, coming as it did when the Luftwaffe had again become active, the explosion was thought at first to be the result of bombing. It was almost immediately established however that a TNT dump a few hundred yards out of the town had blown up but the direct cause of the explosion is undetermined at this time. Nine men of the ordnance outfit working at the dump were killed.
During the air operations for the day six enemy aircraft were destroyed.

3 January - Today was spent in cleaning up after the explosion. The Enlisted Mess was set up in the former Enlisted Mens' Club. Blackout paper used to screen the lights at headquarters during night operations was now used to screen the windows from the weather.

4 January - Weather limited flying but four road blocks were made on enemy highways.

5 January - Four FW-190s were destroyed today. "Bride by Mistake" shown by Special Service.

6 January - Weather prevented flying.

7 January - Only four sorties were flown because of weather but 7 M/T were destroyed.

8 January - There were five enemy tanks knocked out today. "Conflict" was the movie fare.

9 January - Five enemy aircraft were destroyed today by pilots of the Wing bringing to 31 the number knocked out since the start of the renewed German air offensive on New Year's Day.

SECRET

05
957

10 January - Our fighter-bombers destroy an enemy rail bridge.

11 January - Weather prevented flying. "Greenwich Village" was shown on the screen.

12 January - Weather curtailed flying to one mission which destroyed an enemy supply dump.

13 January - An enemy-held Thunderbolt was destroyed on the ground by our pilots. The first of the enlisted men to get a two-day leave in Paris depart. This leave is 48 hours in addition to travel time.

14 January - Eight enemy aircraft are destroyed and one probably destroyed in combat while three others are destroyed on the ground.

15 January - An advance echelon of Headquarters moves into Nancy to set up in the city.

16 January - Operations are closed at Ludres and begun at Nancy at 1200 hours. Headquarters is located in an office building on the Rue de Toul. The officers are billetted in the "Excelsior Hotel" donwntown and the enlisted men in a dormitory of the City University. The Enlisted Mess is set up on the first floor of the Headquarters building. A bus schedule between the University, the Headquarters, and the Officers' Hotel is maintained.

17 January - An ME-109 is shot down and 20 railcuts made in today's operations.

18 January - Weather prevented flying. The first of the enlisted men leave for a seven-days' leave in England. "Rainbow Island" is shown on the screen. The Wing Movie is now located on the fourth floor of the Headquarters building.

19 January - Five troop laden barges are destroyed on the Rhine by Wing pilots.

20 January - Five enemy aircraft are destroyed today. The Jerries are thought to be a training flight.

21 January - Only 1 mission today due to weather. Private Isaac Leeds, leaves for the United States in the VHB program. "National Barn Dance" is the movie.

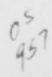
22 January - Five rail cuts made today.

23 January - Sixteen locomotives damaged in attacks on enemy transport.

24 January - The "Information & Education" section sponsors a series of lectures and group discussions. The subject of the first lecture is "The Western Front".

25 January - 28 January - Four days of bad weather prevented all flying. Private James D. Yates is shot and killed by person or persons presently unknown. Shortly after this the carrying of weapons in the city is discontinued.

29 January - Five marshalling yards are attacked today.



30 January - Four railcuts made today.

31 January - Headquarters Squadron hold a dance at the Thiers Hotel. The second of the weekly lectures "Beaufighter Tactics" is given by a pilot from the 415th Night-Fighter Squadron.

1 February - Weather limits flying. "Old Acquaintance" shown on the screen.

2 February - There were 129 rail cars destroyed in today's operations. Any French groundhog above ground at noon must have seen his shadow.

3 February - One locomotive destroyed. "Song of Bernadette" shown on the screen. The last time this movie was shown to personnel of the Wing they were at Orbetello, Italy.

4 February - Another locomotive destroyed today. "Why Have Rotation" is the subject for discussion at the Information & Education bull session.

5 February - Weather prevented flying. "Adventures of a Rookie" shown on the screen.

6 February - Two locomotive destroyed.

7 February - No flying. Weather. The lecture tonight was "Airborne Infantry".

8 February - Six locomotives are destroyed and 45 railcuts made. To celebrate the completion of two years of overseas service, a dance is held at the Thiers Hotel.

9 February - Eight locos are destroyed and 43 railcuts made in today's operations.

10 February- Four locomotives destroyed.

11 February- Seven locos destroyed. The I & E discussion group takes up the question of "Will America be a Better Place to Live in After the War".

12 February- No flying. Weather. A submarine picture "Destination Tokyo", is the movie.

13 February- Nine locos are destroyed.

14 February- A new Wing record of 594 sorties is flown today. Twenty-nine locomotives are destroyed and 28 rail cuts are made. The lecture, given by two ground officers is titled "Life in the Infantry".

15 February- In two combat missions by the 50th and 358th Groups five enemy aircraft were destroyed, two others probably destroyed and five damaged. In addition four more aircraft were destroyed and five damaged on the ground. The enlisted men have a dance at a downtown hotel.

16 February- Six locomotives were destroyed and 15 railcuts made.

17 February- Weather prevented flying "Hi, Good Looking" is the movie.

18 February- Weather continues bad and no flying. The Wing duscussion group takes up "Should We Have Compulsory Military Training?".

19 February- Four locomotives are destroyed.

20 February- Only nine missions today because of weather. Continental Advance Section moves into Nancy. Promptly dubbed "PBS" after its prototype in Naples personnel of the Wing look at its advent with some misgivings. "Off Limits" signs begin to appear in town. Dry cleaning plants in the city are not allowed to accept work from the military. CONAD sets up its own dry cleaning service for the officers and a laundry for enlisted men. Many buildings in town are requisitioned by the section including a hall where it was planned to hold dances for the Wing. There are four movie houses opened with free shows. Rest camps for the ground forces are opened in the city. The Wing officers move from the "Excelsior Hotel" which is requisitioned for a rest camp for corps officers. The new quarters are in the "Thiers Hotel".

21 February- Four locos destroyed. The I & E lecture is titled "The Seventh Army from the Riviera to the Rhine".

22 February- Three enemy aircraft were destroyed in combat today.

23 February- A record day for rail cuts with 134 being made.

24 February- Six locomotives destroyed.

25 February- Weather prevented flying.

26 February- A new Wing record of 635 sorties is established today. The 27th Group destroys one FS-190 and probably destroyed another.

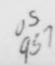
27 February- Only two missions flown with nothing to report but bad weather.

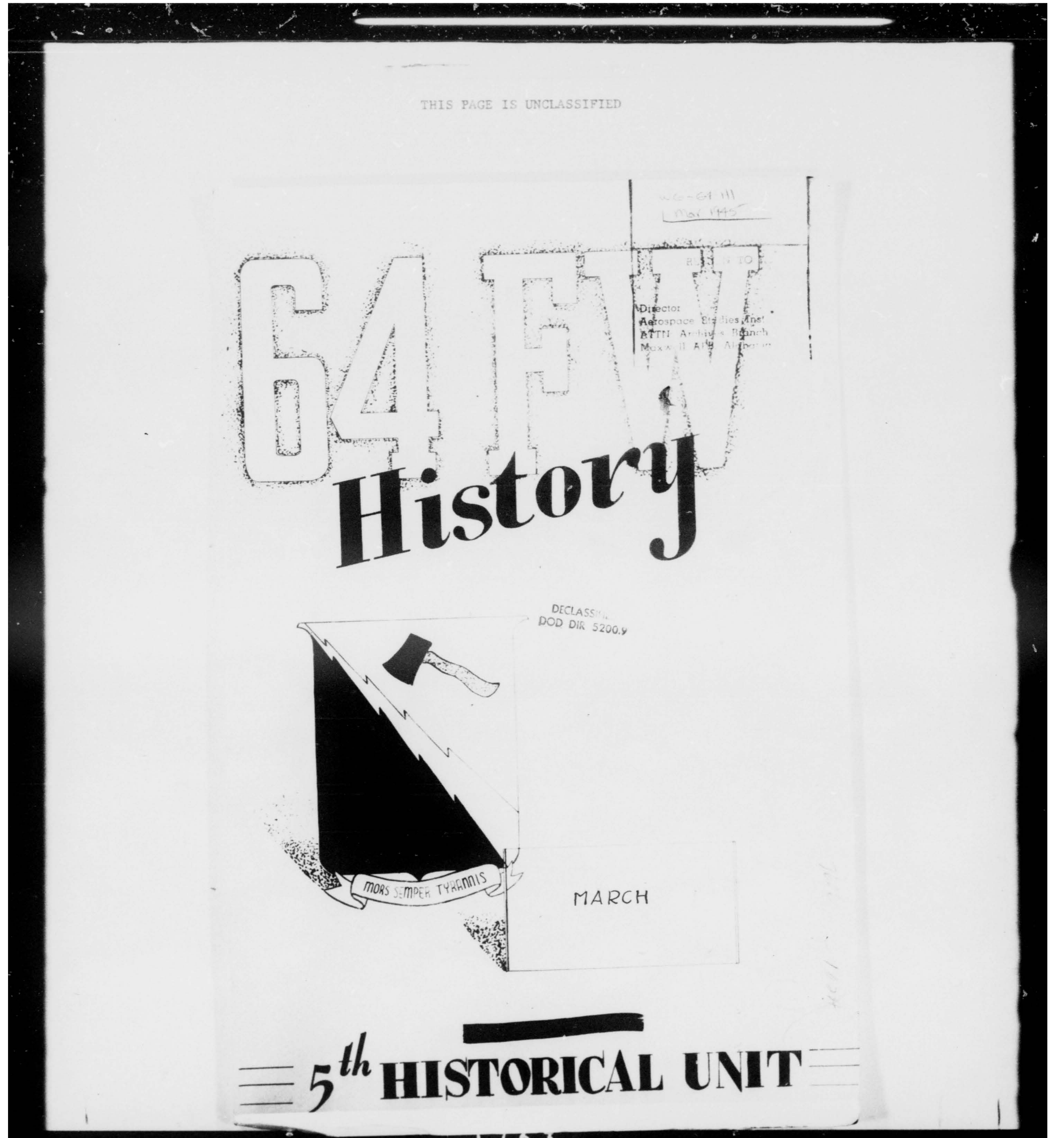
28 February- Two enemy aircraft are destroyed in combat.

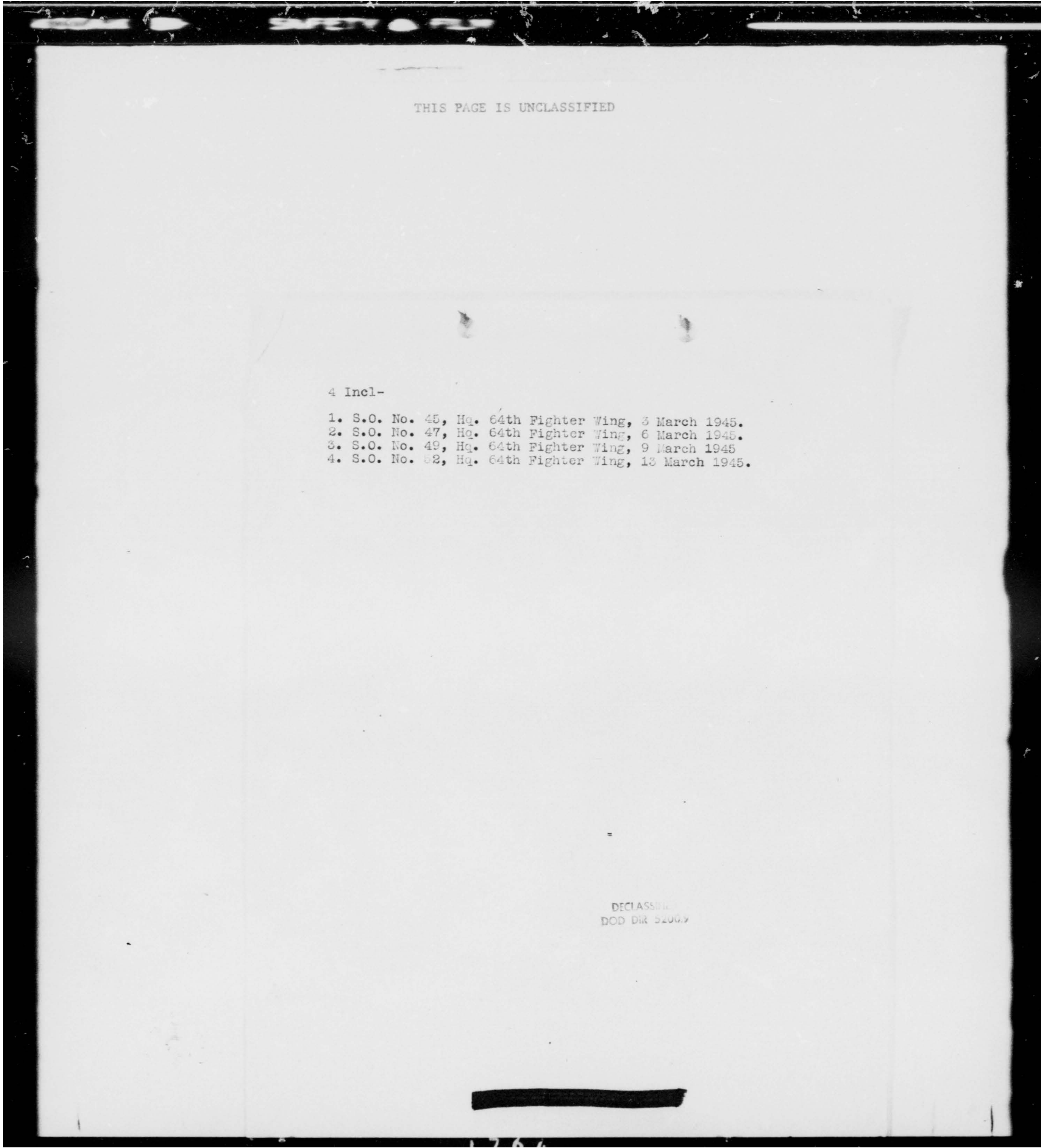
For the Commanding Officer:

Francis T. Butler

FRANCIS T. BUTLER,
Major, Air Corps,
Adjutant.




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1 Mar 1945
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MARCH
5th HISTORICAL UNIT



4 Incl-

1. S.O. No. 45, Hq. 64th Fighter Wing, 3 March 1945.
2. S.O. No. 47, Hq. 64th Fighter Wing, 6 March 1945.
3. S.O. No. 49, Hq. 64th Fighter Wing, 9 March 1945
4. S.O. No. 52, Hq. 64th Fighter Wing, 13 March 1945.

1. Organization

   Negative.

2. Strength

   Headquarters:

   Officers - 50

   Enlisted Men - 170

3. Changes in Station

   Negative.

4. Losses in Action

   Negative.

5. Awards and Decorations

   a. Bronze Star Medal was awarded to the following Officers and Enlisted Men:

      Capt. Lawrence D. Cavanagh.
      Capt. Herbert Scheftel.
      (GO No. 56, Hq. XII Tactical Air Command, 24 March 1945)

   b. The Air Medal or Oak Leaf Cluster was awareded to the following Officers:

      Col. Nelson P, Jackson - 1st OLC
      Col. William E. McEntire - Air Medal

6. Personnel

   Capt. Robert W. Clark appointed Assistant A-3 Officer (SO No. 45, Hq. 64th Fighter Wing, 3 March 1945)
   1st Lt. David E. Keever appointed assistant A-3 Officer (SO No. 45, Hq. 64th Fighter Wing, 3 March 1945)
   Major Robert R. Fishel appointed Assistant A-3 Officer (SO No. 47, Hq. 64th Fighter Wing, 6 March 1945)
   Major James P. Ready appointed Air Inspector (SO No. 47, Hq. 64th Fighter Wing, 6 March 1945) Major Ready relieved as Air Inspector (SO No. 49, Hq. 64th Fighter Wing, 9 March 1945)
   Major Julius Goldstein appointed A-4 Officer, vice Lt. Col. Amos F. Riha relieved (SO No. 52, Hq. 64th Fighter Wing, 13 March 1945)
   Capt. Herbert Scheftel appointed Senior Controller, vice Major Goldstein relieved (SO No. 52, Hq. 64th Fighter Wing, 13 March 1945)
   Lt. Col. Amos F. Riha appointed Assistant A-3 Officer (SO No. 52, Hq. 64th Fighter Wing, 13 March 1945)



OFFICERS QUARTERS NANCY

THIERS HOTEL

WING STAFF MEETING

91 RUE DE TOUL

CITY UNIVERSITY OF NANCY

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Changes in Subordinate Units

The following units having been assigned to this headquarters per General Orders No. 43, dated 10 March 1945, No. 52, dated 16 March 1945, and No. 62, dated 26 March 1945, Hq. First Tactical Air Force (Prov), are further assigned as follows:

a. Assigned to 64th Fighter Wing for operations only:

Hq. 27th Fighter Group (SE)
522nd Fighter Squadron (SE)
523rd Fighter Squadron (SE)
524th Fighter Squadron (SE)

Hq. 50th Fighter Group (SE)
10th Fighter Squadron (SE)
81st Fighter Squadron (SE)
313th Fighter Squadron (SE)

Hq. 86th Fighter Group (SE)
525th Fighter Squadron (SE)
526th Fighter Squadron (SE)
527th Fighter Squadron (SE)

Hq. 324th Fighter Group (SE)
314th Fighter Squadron (SE)
315th Fighter Squadron (SE)
316th Fighter Squadron (SE)

Hq. 358th Fighter Group (SE)
365th Fighter Squadron (SE)
366th Fighter Squadron (SE)
367th Fighter Squadron (SE)

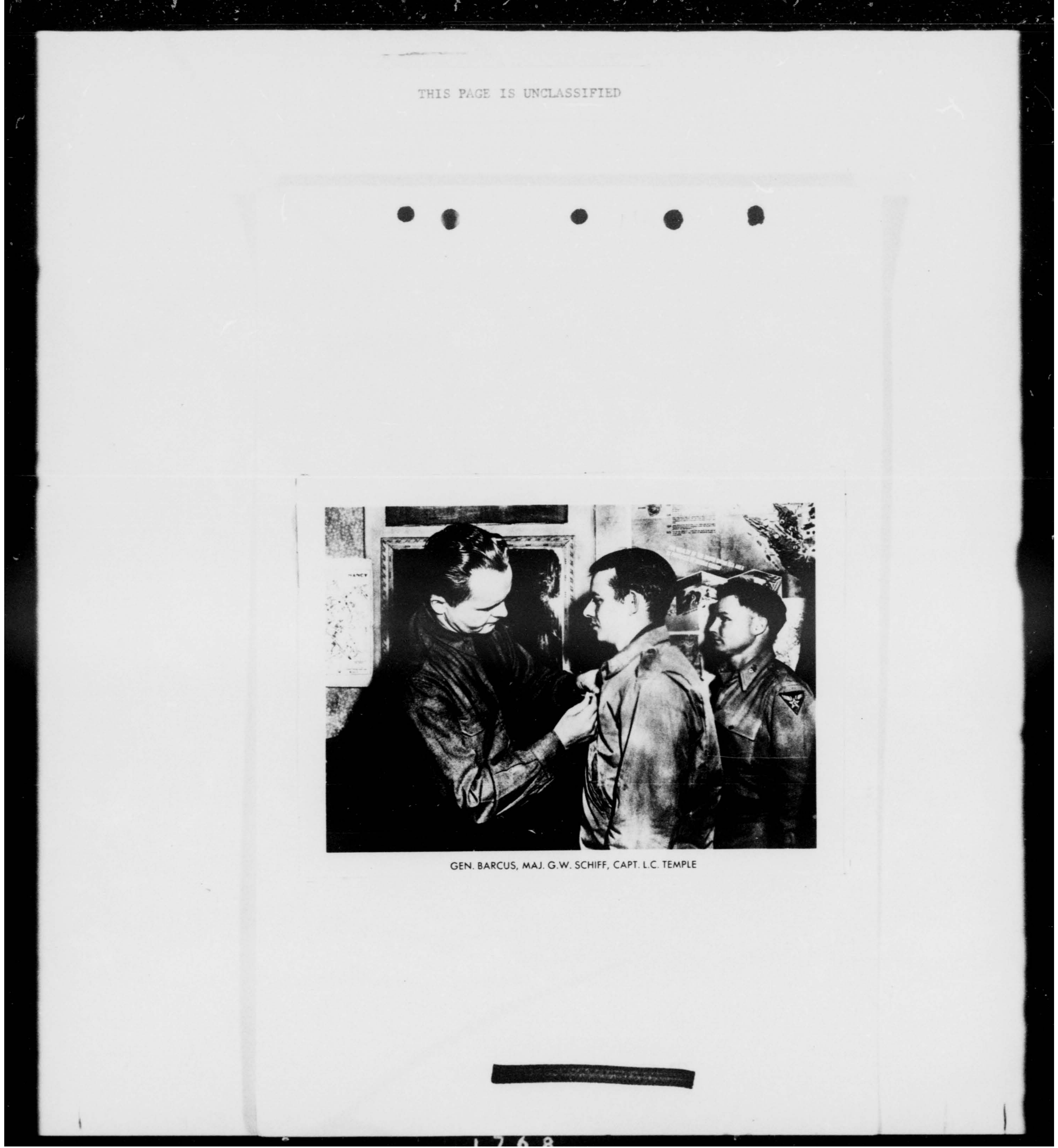
b. Assigned to 64th Fighter Wing for administration, discipline, operation and supply:

Hq & Hq Sq, 64th Fighter Wing
82nd Fighter Control Squadron
328th Fighter Control Squadron
346th Signal Company, Wing
582nd Signal Air Warning Battalion
593rd Signal Air Warning Battalion

The following units are attached to organizations as indicated for administration, discipline, operation and supply in the same degree as though assigned thereto, except as indicated:

a. Attached to 64th Fighter Wing:

Det. "YP", 21st Weather Squadron
Det. "YP", 40th Mobile Communications Squadron



GEN. BARCUS, MAJ. G.W. SCHIFF, CAPT. L.C. TEMPLE

1768



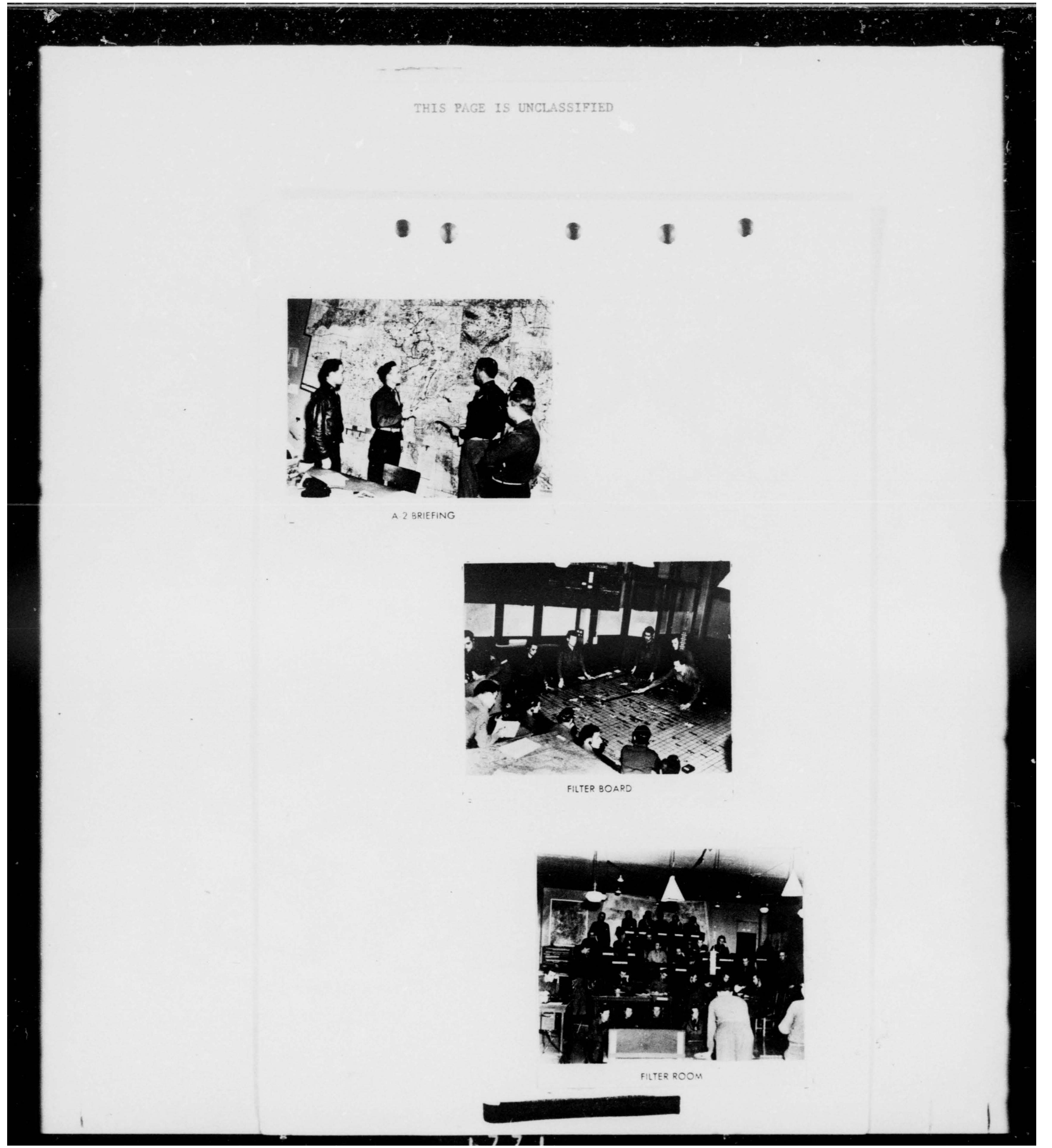
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OPERATIONS

March showed a high geared military team chew up the southern hinge of the Siegfried Line and cross the Rhine river. The fighter bombers of this command not only aided the divisions of the Seventh Armyby blasting through the enemy strong points which were encountered, but also were instrumental in destroying great numbers of enemy aircfaft and material. Good weather throughout the majority of the month offered the enemy no respite from the air.

On March 18th the Wing flew a record amount of sorties in a day. The figure was 122 missions with 984 sorties beating the newly established record of 964 on the 16th of March. On the 19th of March a new all time record of 1005 sorties was established. The groups were all setting new records or near equalling them. The fliers of the 358th Group beat their own record number of combat hoursflown twice during the last week of March. On the 28th of March they flew a total of 581 combat hours for 242 sorties and on the 31st of March they flew 622 hours for 225 sorties. Neither of these records beat the record of 264 sorties having been made in 487 hours.

The payoff for the concentrated effort was the crossing of the Rhine by the Seventh Army on the 26th of March. German soil was the battle ground and the fondest anticipation of all were realized. The question that existed in all minds, created by the record month of March, was how long now?



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A-2 BRIEFING

FILTER BOARD

FILTER ROOM

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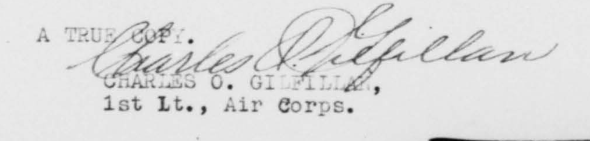
64th FIGHTER WING
AN AVERAGE DAY
Operational Efficiency
Based on Activity
Month of March 1945

WALTER L. HAHN
CAPTAIN, AIR CORPS,
WING STATISTICAL OFFICER

SOURCES: A/C STATUS
Report, Misson Per
Operations & Intel Summary

UNIT	64th WING	27th GROUP	50th GROUP	86th GROUP	324th GROUP	358th GROUP	415th N.F.S.
NO. DAYS FLOWN	27	26	27	27	27	27	23
MISSIONS	50.2	7.6	9.1	9.2	10.6	9.4	4.2
SORTIES	417.0	69.2	86.4	78.4	88.0	90.7	4.2
HOURS	881.10	166.52	181.06	156.06	170.10	187.50	9.00
HOURS OVER GERMANY	434.12	80.20	88.00	73.42	92.12	99.58	-
NO. A/C ASSIGNED	425.2	83.6	83.0	82.3	80.2	81.6	14.5
NO. A/C AVAILABLE	336.0	63.8	65.8	63.3	64.9	66.0	11.5
% A/C AVAILABLE	79.6	76.2	79.2	77.0	81.0	81.0	79.9
% A/C AVIL USED	124.0	108.5	131.2	123.9	135.7	137.4	36.3
% A/C ASGD USED	98.4	82.9	104.0	95.4	109.6	111.1	29.0
NO. PILOTS ASGD	685.3	133.8	123.8	128.7	133.6	135.6	21.2
NO. PILOTS AVAIL	538.3	108.3	109.3	97.9	104.3	107.3	13.2
% PILOTS AVAIL	78.3	79.6	88.4	76.1	78.2	79.1	62.2
% PILOTS AVAIL USED	77.6	65.2	78.9	80.2	84.4	84.6	31.8
% PILOTS ASGD USED	60.8	51.9	69.7	60.9	66.0	66.9	19.7
NON-OPER ACCIDENTS	15	1	-	1	5	8	-
A/C AWAITING PARTS	4.7	.24	1.0	.5	2.6	.1	.16
A/C IN SERVICE SQ.	30.2	5.6	7.4	4.5	7.4	5.3	-

A TRUE COPY.



CHARLES O. GILFILLAN,
1st Lt., Air Corps.

Daily Operations

280700-010700 MARCH 1945

OPERATIONS FOR THE PERIOD

Day Fighters

27th Fighter Group	6 Missions	76 Sorties
50th Fighter Group	6 Missions	80 Sorties
86th Fighter Group	7 Missions	82 Sorties
324th Fighter Group	10 Missions	84 Sorties
358th Fighter Group	6 Missions	75 Sorties
TOTAL	35 Missions	397 Sorties

Night Fighters

415th Squadron (28/1 March) 4 Missions 4 Sorties
4 Intruder Missions flown between 1920-0555 hours.

CLAIMS

Type	Destroyed	Probable	Damaged
FW-190s (Combat)	1	0	2
Me-109s (Combat)	1	0	0
Locomotives	1		2
Railroad Cars	63		116
Motor Transport	11		6
Trailers	1		0
Horse-drawn Vehicles	9		0
Armored Vehicles	1		0
Barges	0		1
Dumps	0		5
Fuel Tanks	3		0
Guns	1		28
Buildings	75		16
R/R Bridge	1		0
Barracks	5		0
Tunnels	0		3
Rail Cuts	27		
Road Blocks	5		
M/Y Attacked	2		

LOSSES

1 P-47 Destroyed, flak, Pilot KIA.
1 P-47 Destroyed, flak, Pilot injured, bailed near home field.

2 P-47s Cat-2, flak, Pilots safe.
6 P-47s Cat-1, flak, Pilots safe.
1 P-47 Cat-1, combat, Pilot safe.
1 P-47 Cat-1, shell casing, Pilot safe.

BOMBS DROPPED

131 X 500 lb. RDX bombs - 32.75 tons
624 X 500 lb. G.P. bombs - 156.00 tons
8 X 500 lb. Inc. bombs - 2.00 tons
10 X 460 lb. M-17 bombs - 2.30 tons
39 X 260 lb. Frag bombs - 5.07 tons
36 X 100 lb. W.P. bombs - 1.80 tons

TOTAL 199.92 tons

111 Rockets Fired.

CONTACT WITH ENEMY AIRCRAFT

50th Fighter Group

1. Flight jumped by 12 Me-109s at 1545 hours, 5 miles south of Karlsruhe at 7500 feet, 6 e/a attacked and 6 stayed at 12000 ft. No shots fired.
   Claims: None
   Losses: None

2. Flight jumped by 5 FW-190s & 20 Me-109s at 1550 hours 5 miles south of Karlsruhe at 11000 ft, e/a at 13000 ft. FW-190s attacked last flight and Me-109s stayed above and came down singularly. Both enemy pilots bailed.
   Claims: 1 FW-190 Destroyed
   1 Me-109 Destroyed
   2 FW-190s Damaged
   Losses: 1 P-47, Cat-1, combat. Pilot safe.

010700-020700 MARCH 1945

OPERATIONS FOR THE PERIOD

Day Fighters

27th Fighter Group	6 Missions	68 Sorties
50th Fighter Group	7 Missions	105 Sorties
86th Fighter Group	7 Missions	91 Sorties
324th Fighter Group	7 Missions	71 Sorties
358th Fighter Group	6 Missions	70 Sorties
TOTAL	33 missions	405 Sorties

Night Fighters

415th Squadron (1/2 March)	No flying	Weather

CLAIMS

Type	Destroyed	Damaged
Locomotives	3	5
Railroad Cars	45	99
Motor Transport	23	18
Horse-drawn Vehicles	4	1
Barges	0	6
Buildings	19	12
Guns	2	3
Supply Dumps	0	2
Rail Cuts	17	
Road Blocks	4	
M/Y Attacked	1	

LOSSES

2 P-47s Destroyed, mid-air collision. Pilots MIA.
1 P-47 Cat-3, flak, Pilot slightly wounded.
2 P-47s Cat-2, flak, Pilots safe.
3 P-47s Cat-1, flak, Pilots safe.

BOMBS DROPPED

374 X 500 lb. G.P. bombs - 93.50 tons
78 X 500 lb. RDX bombs - 19.50 tons
24 X 500 lb. M-17 bombs - 6.00 tons
32 X 460 lb. M-17 bombs - 7.36 tons
45 X 260 lb. Frag bombs - 5.85 tons
13 X 100 lb. W.P. bombs - .65 tons
TOTAL 132.86 tons

56 Rockets Fired.

CONTACT WITH ENEMY AIRCRAFT

None

020700-030700 MARCH 1945

OPERATIONS FOR THE PERIOD

Day Fighters

	Missions	Sorties
27th Fighter Group	9 Missions	100 Sorties
50th Fighter Group	8 Missions	105 Sorties
86th Fighter Group	8 Missions	95 Sorties
324th Fighter Group	11 Missions	95 Sorties
358th Fighter Group	9 Missions	119 Sorties
TOTAL	45 Missions	514 Sorties

Night Fighters

415th Squadron (2/3 March) 5 Missions 5 Sorties
4 Intruder and 1 Patrol Missions flown between 1830-0640 hours.

CLAIMS

Type	Destroyed	Probable	Damaged
Me-109 (Combat)	0	0	1
FW-200 (Combat)	1	0	0
Locomotives	11		40
Railroad Cars	67		389
Motor Transport	37		21
Horse-drawn Vehicles	3		0
Tanks	0		15
Trailer	1		0
Tractor	0		1
Buildings	58		9
Barracks	4		12
Guns	0		6
Dumps	0		4
Tank Repair Shop	0		1
Gas Tanks	2		2
Switch Tower	1		0
Grain Elevator	0		1
Rail Cuts	18		
Road Blocks	2		
M/Y Attacked	11		

LOSSES

2 P-47s Destroyed, flak, Pilots MIA.
1 P-47 Destroyed, bomb blast, Pilot MIA.
3 P-47s Cat-3, flak, Pilots safe.
6 P-47s Cat-2, flak, Pilots safe.
1 P-47 Cat-2, Bomb blast, Pilot safe.
5 P-47s Cat-1, flak, Pilots safe.
1 P-47 Cat-1, combat, Pilot safe.

BOMBS DROPPED

663 X 500 lb. G.P. bombs - 140.75 tons
204 X 500 lb. RDX bombs - 51.00 tons
32 X 500 lb. SAP bombs - 8.00 tons
28 X 500 lb. INC bombs - 7.00 tons
59 X 460 lb. Frag bombs - 13.57 tons
141 X 260 lb. Frag bombs - 31.65 tons
2 X 250 lb. Demo bombs - .25 tons

TOTAL 252.22 tons

142 Rockets Fired

CONTACT WITH ENEMY AIRCRAFT

86th Fighter Group

AO No. 62 0900 hours, southeast of Karlsruhe, flight at 8000 ft, 20 plus Me-109s at 18-20,000 ft. Our flight climbed to 13,000 ft. when e/a peeled off and attacked in twos and threes, made one pass and climbed back not agressive, broke away when turned into. 1 Me-109 damaged, trailing black smoke, strikes seen. Saw a P-51 destroy 1 Me-109.

Claims: 1 Me-109 Damaged.
Losses: 1 P-47 Cat-1, combat.

030-700-040700 MARCH 1945

OPERATIONS FOR THE PERIOD

Day Fighters

27th Fighter Group	5 Missions	56 Sorties
50th Fighter Group	5 Missions	76 Sorties
86th Fighter Group	7 Missions	86 Sorties
324th Fighter Group	8 Missions	76 Sorties
358th Fighter Group	7 Missions	90 Sorties
TOTAL	32 Missions	384 Sorties

Night Fighters

415th Squadron (3/4 March) 4 Missions 4 Sorties
3 Intruder and 1 Patrol Missions flown between 1830-0645 hours.

CLAIMS

Type	Destroyed	Damaged
Locomotives	14	6
Railroad Cars	37	100
Motor Transport	37	72
Horse-drawn Vehicles	11	4
Tanks	2	8
Armored Vehicles	0	2
Guns	3	9
Tunnel	0	1
Dumps	0	3
O.P. Tower	1	0
Buildings	67	13
Bridges	0	2

M/Y Attacked	6
Rail Cuts	11
Road Blocks	7

LOSSES

3 P-47s Destroyed, 1 bomb blast, 2 flak, 2 Pilots MIA, 1 safe.
4 P-47s Cat-2, flak, 1 Pilot slightly wounded.
1 P-47 Cat-1, shell casing, Pilot safe.
12 P-47s Cat-1, flak, Pilots safe.

BOMBS DROPPED

93 X 500 lb. RDX bombs - 23.25 tons
531 X 500 lb. G.P.bombs - 132.75 tons
23 X 500 lb. M76 Inc bombs 5.85 tons
8 X 500 lb. TNT bombs - 2.00 tons
8 X 325 lb. Torpex bombs 1.80 tons
68 X 260 lb. Frag bombs - 8.84 tons
54 X 250 lb. B.P bombs - 6.75 tons

TOTAL 180.64 tons

121 Rockets

CONTACT WITH ENEMY AIRCRAFT

None.

040700-050700 MARCH 1945

OPERATIONS FOR THE PERIOD

Day Fighters

27th Fighter Group	No flying	Weather
50th Fighter Group	2 Missions	31 Sorties
86th Fighter Group	3 Missions	24 Sorties
324th Fighter Group	4 Missions	27 Sorties
358th Fighter Group	3 Missions	36 Sorties
TOTAL	12 Missions	118 Sorties

Night Fighters

415th Squadron (4/5 March)	No flying	Weather

CLAIMS

Type	Destroyed	Damaged
Locomotives	8	6
Railroad Cars	54	2

Motor Transport	19	11
Tanks	1	6
Armored Vehicles	3	2
Trolley Cars	0	2
Buildings	21	6
Guns	1	0
Canal Locks	0	1
M/Y Attacked	3	
Rail Cuts	5	
Road Blocks	2	

LOSSES

3 P-47s Cat-2, flak, Pilots safe.
1 P-47 Cat-2, flak, bomb blast, Pilot safe.
1 P-47 Cat-1, flak, Pilot safe.

BOMBS DROPPED

164 X 500 lb. G.P. bombs	-	41.000 tons
36 X 500 lb. RDX bombs	-	9.000 tons
13 X 500 lb. M76 Inc bombs	-	3.250 tons
21 X 250 lb. G.P. bombs	-	2.625 tons
TOTAL		55.875 tons

18 Rockets

CONTACT WITH ENEMY AIRCRAFT

None.

050700-060700 MARCH 1945

OPERATIONS FOR THE PERIOD

Day Fighters

27th Fighter Group	3 Missions	36 Sorties
50th Fighter Group	2 Missions	12 Sorties
86th Fighter Group	3 Missions	33 Sorties
324th Fighter Group	5 Missions	31 Sorties
358th Fighter Group	3 Missions	36 Sorties
TOTAL	16 Missions	148 Sorties

Night Fighters

415th Squadron (5/6 March 1945) 1 Mission 1 Sortie
1 weather and patrol mission flown between 1815-1920 hours.

CLAIMS

Type	Destroyed	Damaged
Locomotives	1	1
Railroad Cars	34	22
Motor Transport	16	31
Tanks	4	1
Staff Cars	1	0
Armored Vehicles	0	1
Horse-drawn Vehicles	0	0
Buildings	16	7
Guns	0	1
Observation Tower	0	1

M/Y Attacked 4
Rail Cuts 7
Road Blocks 3

LOSSES

5 P-47s Cat-2, flak, Pilots safe.
1 P-47 Cat-2, engine failure, bellied in. Pilot safe.
4 P-47s Cat-1, flak, Pilots safe.

BOMBS DROPPED

262 X 500 lb. G.P. bombs - 65.50 tons
64 X 500 lb. RDX bombs - 16.00 tons
8 X 500 lb. TNT Bombs - 2.00 tons
12 X 260 lb. Frag bombs - 1.56 tons

TOTAL 85.06 tons

CONTACT WITH ENEMY AIRCRAFT

None.

060700-070700 MARCH 1945

OPERATIONS FOR THE PERIOD

Day Fighters

27th Fighter Group	No flying	Weather
50th Fighter Group	No flying	Weather
86th Fighter Group	No flying	Weather
324th Fighter Group	No flying	Weather
358th Fighter Group	No flying	Weather

Night Fighters

415th Squadron (6/7 March)	No flying	Weather

CLAIMS	None
LOSSES	None
BOMBS DROPPED	None
CONTACT WITH ENEMY AIRCRAFT	None
MISSIONS	None
OBSERVATIONS	None
ENEMY FLAK	None

070700-080700 MARCH 1945

OPERATIONS FOR THE PERIOD

Day Fighters

27th Fighter Group	No flying	Weather
50th Fighter Group	No flying	Weather
86th Fighter Group	No flying	Weather
324th Fighter Group	No flying	Weather
358th Fighter Group	No flying	Weather

Night Fighters

415 Squadron (7/8 March)	No flying	Weather

CLAIMS	None
LOSSES	None
BOMBS DROPPED	None
CONTACT WITH ENEMY AIRCRAFT	None
MISSIONS	None
OBSERVATIONS	None
ENEMY FLAK	None

080700-090700 MARCH 1945

OPERATIONS FOR THE PERIOD

Day Fighters

27th Fighter Group	No flying	Weather
50th Fighter Group	No flying	Weather

86th Fighter Group	No flying	Weather
324th Fighter Group	No flying	Weather
358th Fighter Group	No flying	Weather

Night Fighters

415th Squadron (8/9 March)	No flying	Weather

CLAIMS None

LOSSES None

BOMBS DROPPED None

CONTACT WITH ENEMY AIRCRAFT None

MISSIONS None

OBSERVATIONS None

ENEMY FLAK None

090700-100700 MARCH 1945

OPERATIONS FOR THE PERIOD

Day Fighters

27th Fighter Group	3 Missions	24 Sorties
50th Fighter Group	3 Missions	45 Sorties
86th Fighter Group	7 Missions	65 Sorties
324th Fighter Group	2 Missions	15 Sorties
358th Fighter Group	7 Missions	81 Sorties
TOTAL	22 Missions	230 Sorties

Night Fighters

415th Squadron (9/10 March) 4 Missions 4 Sorties
2 Intruder and 2 Patrol Missions flown between 1900-0030 hours.

CLAIMS

Type	Destroyed	Damaged
Locomotives	5	7
Railroad Cars	27	27
Motor Transport	17	1
Horse-drawn Vehicles	1	0
Trailers	1	0
Buildings	39	21
Dumps	0	1
Guns	16	10

Rail Cuts	11
Road Blocks	1
M/Y Attacked	3

LOSSES

2 P-47s Destroyed, flak, 1 Pilot safe, 1 Pilot MIA.
3 P-47s Cat-2, flak, Pilots safe.
10 P-47s Cat-1, flak, Pilots safe.

BOMBS DROPPED

22 X 1000 lb. G.P. bombs	- 11.00 tons
190 X 500 lb. G.P. bombs	- 47.50 tons
44 X 500 lb. Inc. M76 bombs	11.00 tons
30 X 500 lb. RDX bombs	- 7.50 tons
8 X 500 lb. TnT bombs	- 2.00 tons
7 X 260 lb. Frag. bombs	- .91 tons
70 X 250 lb. G.P. bombs	- 8.75 tons
TOTAL	88.66 tons

12 Rockets.

CONTACT WITH ENEMY AIRCRAFT

None.

100700-110700 MARCH 1945

OPERATIONS FOR THE PERIOD

Day Fighters

27th Fighter Group	4 Missions	46 Sorties
50th Fighter Group	3 Missions	40 Sorties
86th Fighter Group	4 Missions	36 Sorties
324th Fighter Group	9 Missions	46 Sorties
358th Fighter Group	3 Missions	35 Sorties
TOTAL	23 Missions	203 Sorties

Night Fighters

415th Squadron (10/11 March) 1 Mission 1 Sortie
1 Interceptor Mission flown between 0050-0225 hours.

CLAIMS

Type	Destroyed	Damaged
Railroad Cars	3	0
Motor Transport	25	0

Motor Cycles	1	0
Horse-drawn Vehicles	1	0
Armored Vehicles	1	0
Staff Cars	1	0
Guns	0	6
Barracks	1	0
Buildings	18	19
Tunnels	0	1

Rail Cuts 4
Road Blocks 1

LOSSES

1 P-47 Cat-2, flak, Pilot safe.
3 P-47s Cat-1, flak, Pilots safe.

BOMBS DROPPED

14 X 1000 lb. GP bombs	- 7.00 tons
178 X 500 lb. GP bombs	- 44.50 tons
63 X 500 lb. RDX bombs	- 15.75 tons
16 X 500 lb. Inc M76 bombs	- 4.00 tons
21 X 260 lb. Frag bombs	- 2.73 tons
35 X 250 lb. GP bombs	- 4.75 tons
144 X 90 lb. Frag bombs	- 6.48 tons.
TOTAL	84.83 tons

8 Napalm bombs
24 Rockets

CONTACT WITH ENEMY AIRCRAFT

None.

110700-120700 MARCH 1945

OPERATIONS FOR THE PERIOD

Day Fighters

27th Fighter Group	1 Mission	12 Sorties
50th Fighter Group	2 Missions	32 Sorties
86th Fighter Group	5 Missions	55 Sorties
324th Fighter Group	6 Missions	48 Sorties
358th Fighter Group	4 Missions	43 Sorties
TOTAL	18 Missions	190 Sorties

Night Fighters

415th Squadron (11/12 March) 1 Mission 1 Sortie
1 Patrol mission flown between 1900-2125 hours.

CLAIMS

Type	Destroyed	Damaged
Railroad Cars	4	0
Buildings	13	0
Guns	8	0
Ammo Dump	1	0
Road Bridge	0	1

Rail Cuts 1
M/Y Attacked 1

LOSSES

1 P-47 and Pilot MIA. Last seen pulling out of bomb run.
1 P-47 Destroyed, crashed into hill on bomb run. Pilot KIA.
3 P-47s Destroyed, flak, 2 Pilots MIA, 1 Pilot NYR.
2 P-47s CAT-2, flak, Pilots safe.
3 P-47s Cat-1, flak, Pilots safe.

BOMBS DROPPED

136 X 500 lb. GP bombs -	34.00 tons
52 X 500 lb. RDX bombs -	13.00 tons
8 X 500 lb. TNT bombs -	2.00 tons
12 X 500 lb. Inc bombs -	22.50 tons
180 X 250 lb. GP bombs -	2.34 tons
18 X 260 lb. Frag bombs	4.32 tons
TOTAL	83.16 tons

8 Napalm Fire bombs.

CONTACT WITH ENEMY AIRCRAFT

None.

120700-130700 MARCH 1945

OPERATIONS FOR THE PERIOD

Day Fighters

27th Fighter Group	1 Mission	12 Sorties
50th Fighter Group	1 Mission	8 Sorties
86th Fighter Group	4 Missions	22 Sorties
324th Fighter Group	1 Mission	2 Sorties
358th Fighter Group	1 Mission	12 Sorties
TOTAL	8 Mission	56 Sorties

Night Fighters

415th Squadron (12/13 March) 4 Missions 4 Sorties
1 Intruder and 3 Patrol missions flown between 1055-0600 hours.

CLAIMS

Type	Destroyed	Damaged
Buildings	0	1

LOSSES

2 P-47s NYR. Last heard from shortly after take-off.
1 P-47 Cat-2, flak, Pilot safe.

BOMBS DROPPED

28 X 500 lb. GP bombs - 7.0 tons
36 X 250 lb. GP bombs - 4.5 tons

TOTAL 11.5 tons

CONTACT WITH ENEMY AIRCRAFT

None.

130700-140700 MARCH 1945

OPERATIONS FOR THE PERIOD

Day Fighters

27th Fighter Group	9 Missions	106 Sorties
50th Fighter Group	7 Missions	95 Sorties
86th Fighter Group	6 Missions	56 Sorties
324th Fighter Group	6 Missions	60 Sorties
358th Fighter Group	8 Missions	98 Sorties
TOTAL	36 Missions	415 Sorties

Night Fighters

415th Squadron (13/14 March) 1 Mission 1 Sortie
1 Patrol mission flown between 1845-1940 hours.

CLAIMS

Type	Destroyed	Probable	Damaged
Me-110 (Ground)	0	0	1
Unidentified single-engine e/a (Ground)	0	0	2
Locomotives	6		9
Railroad Cars	39		159

Motor Transport	26	21
Staff Cars	1	0
Armored Vehicles	3	1
Tanks	3	2
Horse-drawn Vehicles	6	29
Barges	0	2
Trailers	1	0
Buildings	39	14
Barracks	1	1
Dumps	0	5
Guns	2	0
R/R Bridge	0	1
Pontoons	7	0
Switch Houses	1	1
Radar Stations	0	4

Rail Cuts	30
Road Blocks	5
M/Y Attacked	8

LOSSES

2 P-47s Destroyed, flak, 1 Pilot MIA. 1 Pilot safe.
1 P-47 Destroyed, crashed on take-off, Pilot KIA.
2 P-47s Missing, cause unknown, Pilots MIA.
1 P-47 Cat-3, landing accident, Pilot safe.
5 P-47s Cat-3, flak, Pilots safe.
1 P-47 Cat-2, hit tree strafing, Pilot safe.
15 P-47s Cat-1, flak, 1 Pilot slightly injured, all others safe.

BOMBS DROPPED

303 X 500 lb. GP bombs	-	75.75 tons
60 X 500 lb. RDX bombs	-	15.00 tons
40 X 500 lb. Inc M17 bombs	-	10.00 tons
360 X 250 lb. GP bombs	-	45.00 tons
42 X 260 lb. Frag bombs	-	5.46 tons
144 X 90 lb. Frag bombs	-	6.48 tons
TOTAL		157.69 tons

86 Rockets Fired.
24 Napalm bombs.

CONTACT WITH ENEMY AIRCRAFT

None.

140700-150700 MARCH 1945

OPERATIONS FOR THE PERIOD

Day Fighters

27th Fighter Group	7 Missions	82 Sorties
50th Fighter Group	8 Missions	100 Sorties
86th Fighter Group	9 Missions	87 Sorties
324th Fighter Group	8 Missions	64 Sorties
358th Fighter Group	6 Missions	76 Sorties
TOTAL	38 Missions	409 Sorties

Night Fighters

415th Squadron (14/15 March)	2 Missions	2 Sorties

2 Intruder missions flown between 1845-2100 hours.

CLAIMS

Type	Destroyed	Damaged
Locomotives	7	10
Railroad Cars	80	103
Motor Transport	52	28
Trailers	2	3
Horse-drawn Vehicles	5	1
Tanks	0	1
Armored Vehicles	1	0
Guns	1	1
Dumps	1	7
Barracks	6	11
R/R Tunnel	0	1
Mobile Derrick	0	1
R/R Crane	0	1
Buildings	29	14
Bridges	1	3

Rail Cuts 28
Road Blocks 12

LOSSES

1 P-47 Destroyed, possibly flak, Pilot MIA.
1 P-47 & Pilot MIA. Cause unknown.
4 P-47s Cat-2, flak, Pilots safe.
1 P-47 Cat-1, shell casing, Pilot safe.
11 P-47s Cat-1, flak, Pilots safe.

BOMBS DROPPED

22 X 1000 lb. GP bombs - 11.00 tons
2 X 1000 lb. SAP bombs - 1.00 tons
503 X 500 lb. GP bombs - 125.75 tons
16 X 500 lb. M17 bombs - 4.00 tons

86 X 500 lb. RDX bombs	-	21.10 tons
24 X 500 lb. TNT bombs	-	6.00 tons
51 X 500 lb. M76 bombs	-	12.75 tons
26 X 260 lb. Frag bombs	-	3.33 tons
178 X 250 lb. GP bombs	-	22.25 tons
TOTAL		207.63 tons

66 Rockets.

CONTACT WITH ENEMY AIRCRAFT

None.

150700-160700 MARCH 1945

OPERATIONS FOR THE PERIOD

Day Fighters

27th Fighter Group	22 Missions	178 Sorties
50th Fighter Group	27 Missions	213 Sorties
86th Fighter Group	18 Missions	144 Sorties
324th Fighter Group	26 Missions	210 Sorties
358th Fighter Group	24 Missions	198 Sorties
TOTAL	117 Missions	943 Sorties

Night Fighters

415th Squadron (15/16 March) 8 Missions 8 Sorties
8 Intruder Missions flown between 1850-0615 hours.

CLAIMS

Type	Destroyed	Probable	Damaged
Locomotives	0	0	1
Railroad Cars	82		67
Motor Transport	71		69
Armored Vehicles	3		3
Tanks	10		5
Half-tracks	5		7
Staff Cars	7		0
Horse-drawn Vehicles	44		8
Trailers	1		0
Motorcycles	2		0
Launch	0		1
Tugs	0		1
Pontoons	0		3
Buildings	442		128

Ammo Dumps	0	3
Road Bridge	0	1
R/R Station	1	0
Guns	9	24
Bicycle	1	0

Rail Cuts	12
Road Blocks	22
M/Y Attacked	5

LOSSES

3 P-47s Destroyed, flak, 2 Pilots MIA, 1 Pilot bailed safe.
2 P-47s Cat unknown, flak, 1 Pilot MIA, 1 Pilot safe.
1 P-47 Cat-3, flak, Pilot safe.
8 P-47s Cat-2, flak, Pilots safe.
11 P-47s Cat-1, flak, Pilots safe.
1 P-47s Cat-1, hit wire, Pilot safe.

BOMBS DROPPED

1583 X 500 lb. GP bombs	-	395.75 tons
430 X 500 lb. RDX bombs	-	107.50 tons
64 X 500 lb. TNT bombs	-	16.00 tons
90 X 260 lb. Frag Bombs	-	11.70 tons
44 X 750 lb. Napalm bombs		16.50 tons
16 X 550 lb. Napalm bombs		4.40 tons
TOTAL		551.85 tons

178 Rockets Expended.

CONTACT WITH ENEMY AIRCRAFT

358th Fighter Group

AO No. 25 2 a/c bounced 1 Me-109 on deck flying northeast at R-8010 about 1025 hours. Observed strikes, e/a fled to north.
Claims: 1 Me-109 Damaged.
Losses: None to E/A

160700-170700 MARCH 1945

OPERATIONS FOR THE PERIOD

Day Fighters

27th Fighter Group	20 Missions	158 Sorties
50th Fighter Group	27 Missions	238 Sorties
86th Fighter Group	19 Missions	151 Sorties
324th Fighter Group	28 Missions	221 Sorties
358th Fighter Group	26 Missions	206 Sorties
TOTAL	120 Missions	974 Sorties

Night Fighters

415th Squadron (16/17 March) 0 Missions 0 Sorties
No flying due to weather. Visibility very poor.

CLAIMS

Type	Destroyed	Damaged
Locomotives	21	22
R/R Cars	302	260
Motor Transport	146	127
Horse-drawn Vehicles	35	11
Tanks	23	30
Staff Cars	10	7
Trailers	1	1
Armored Vehicles	14	12
Trolley Cars	0	2
Motorcycles	4	0
Guns	0	21
Dumps	0	1
Buildings	297	86
Bridges	0	1
Barrage Balloons	3	0
Signal Tower	1	0

M/Y Attacked 12
Rail Cuts 34
Road Blocks 23

LOSSES

7 P-47s Destroyed, 4 by flak, 2 cause unknown and 1 crash landed, 6 Pilots MIA and 1 Pilot KIA.
2 P-47s Cat-2, combat. Pilot safe.
11 P-47s Cat-2, flak, Pilots safe.
3 P-47s Cat-1, 2 by bomb blast and 1 landing accident, Pilots safe.
1 P-47 Cat-1, combat, Pilot safe.
24 P-47s Cat-1, flak, 1 Pilot wounded.

BOMBS DROPPED

418 X 500 lb. RDX bombs	-	104.50 tons
1307 X 500 lb. GP bombs	-	326.75 tons
22 X 500 lb. TNT bombs	-	5.50 tons
116 X 500 lb. M76 Inc Bombs	-	29.00 tons
148 X 250 lb. GP bombs	-	18.50 tons
541 X 260 lb. Frag bombs	-	70.33 tons
32 X 750 lb. Napalm bombs	-	12.00 tons
20 X 550 lb. Napalm bombs	-	5.50 tons
TOTAL		572.08 tons

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110 Rockets Expended.

CONTACT WITH ENEMY AIRCRAFT

324th Fighter Group

AO No. 52 12 Me-109s attacked flight at 1130 hours as flight prepared to bomb Heppenheim (M-6712). Flight at 9,000 ft; e/a came out of sun from above - pilots appeared experienced. Enemy a/c colored greenish-blue.
Claims: 2 Me-109s Destroyed, 1 Me-109 Probable, 2 Me-109s Damaged.
Losses: 1 P-47 Cat-2, 2 P-47s Cat-1, due combat. Pilots safe.

170700-180700 MARCH 1945

OPERATIONS FOR THE PERIOD

Day Fighters

27th Fighter Group	7 Missions	56 Sorties
50th Fighter Group	9 Missions	71 Sorties
86th Fighter Group	11 Missions	75 Sorties
324th Fighter Group	9 Missions	78 Sorties
358th Fighter Group	10 Missions	80 Sorties
TOTAL	46 Missions	354 Sorties

Night Fighters

415th Squadron (17/18 March) 6 Missions 6 Sorties
6 Intruder missions flown between 1850-0445 hours.

CLAIMS

Type	Destroyed	Damaged
Locomotives	0	9
R/R Cars	62	31
Motor Transport	18	13
Armored Vehicles	2	1
Tanks	4	6
Staff Cars	1	0
Horse-drawn Vehicles	7	3
Tractors	1	0
Trailers	5	0
Buildings	79	36
Railroad Bridge	1	0
Railroad Station	0	1
Guns	0	6
Supply Dump	1	0

Rail Cuts	5
Road Blocks	3

LOSSES

2 P-47s Destroyed, flak, 1 Pilot MIA, 1 Safe.
3 P-47s Cat-2, flak, Pilots safe.
9 P-47s Cat-1, flak, Pilots safe.

BOMBS DROPPED

62 X 500 lb.	RDX bombs	-	15.50 tons
172 X 500 lb.	GP bombs	-	43.00 tons
12 X 500 lb.	M17 Inc bombs	-	3.00 tons
32 X 500 lb.	M76 Inc bombs	-	8.00 tons
47 X 250 lb.	RDX bombs	-	5.87 tons
256 X 250 lb.	GP bombs	-	32.00 tons
16 X 400 lb.	M26 Frag bombs	-	3.20 tons
324 X 260 lb.	Frag bombs	-	42.12 tons
16 X 550 lb.	Napalm bombs	-	4.40 tons
64 X 750 lb.	Napalm bombs	-	24.00 tons
	TOTAL		181.95 tons

8 Rockets.

CONTACT WITH ENEMY AIRCRAFT

None.

180700-190700 MARCH 1945

OPERATIONS FOR THE PERIOD

Day Fighters

27th Fighter Group	21 Missions	170 Sorties
50th Fighter Group	26 Missions	220 Sorties
86th Fighter Group	23 Missions	173 Sorties
324th Fighter Group	29 Missions	240 Sorties
358th Fighter Group	23 Missions	181 Sorties
TOTAL	122 Missions	984 Sorties

Night Fighters

415th Squadron (18/19 March) 5 Missions 5 Sorties
3 Intruder and 2 Patrol Missions flown between 1830-2305 hours.

CLAIMS

Type	Destroyed	Damaged
Locomotives	27	35

R/R Cars	537	554
Motor Transport	175	176
Tanks	22	28
Staff Cars	5	5
Armored Vehicles	3	3
Horse-drawn Vehicles	5	7
Trailers	10	5
Motorcycles	3	0
Barges	2	3
Buildings	122	84
Supply Dumps	0	1
Guns	13	24
Bridges	1	10
R/R Overpass	0	1
R/R Station	2	0
R/R Tunnels	0	3
Switch Blocks	1	0
Oil Storabge Tanks	1	2
Water Tower	0	1
Radar Station	0	2

M/Y Attacked	9
Road Blocks	32
Rail Cuts	44

LOSSES

1 P-47 Destroyed, flak, Pilot KIA.
3 P-47s Destroyed, flak, Pilots MIA.
1 P-47 Destroyed, flak, Pilot safe.
1 P-47 Cat-3, flak, Pilot safe.
12 P-47s Cat-2, flak, Pilots safe.
1 P-47 Cat-2, shell caseing, Pilot safe.
1 P-47 Cat-2, bomb blast, Pilot safe.
13 P-47s Cat-1, flak, Pilots safe.
1 P-47 Cat-1, bomb blast, Pilot safe.
1 P-47 Cat-1, cause unknown, Pilot safe.
1 P-47 Cat-1, flak, Pilot safe.

BOMBS DROPPED

556 X 500 lb. GP bombs	-	139.00 tons
419 X 500 lb. RDX bombs	-	104.75 tons
84 X 500 lb. TNT bombs	-	21.00 tons
88 X 500 lb. M76 bombs	-	22.00 tons
20 X 500 lb. M26 bombs	-	5.00 tons
510 X 250 lb. GP bombs	-	63.75 tons
10 X 250 lb. RDX bombs	-	1.25 tons
832 X 260 lb. Frag bombs	-	108.16 tons
92 X 750 lb. Napalm bombs	-	34.50 tons
TOTAL		499.41 tons

169 Rockets expended.

CONTACT WITH ENEMY AIRCRAFT

86th Fighter Group

AO No. 88 2 Me-109s at R-6660 at 9,000 ft. at 0910 hours. Contacted 1 E/A at R-9753 and damaged it. E/A on deck at time of attack. Damaged A/C pulled up and lost in sun. Dark gray color, usual insignia, letter No. 6 on fuselage.
Claims: 1 Me-109 damaged.
Losses: None.

190700-200700 MARCH 1945

OPERATIONS FOR THE PERIOD

Day Fighters

27th Fighter Group	17 Missions	132 Sorties
50th Fighter Group	26 Missions	214 Sorties
86th Fighter Group	24 Missions	174 Sorties
324th Fighter Group	32 Missions	264 Sorties
358th Fighter Group	25 Missions	206 Sorties
TOTAL	124 Missions	990 Sorties

Night Fighters

415th Squadron (19/20 March) 15 Missions 15 Sorties
13 Intruder and 2 Patrol missions flown between 1830-0530 hours.

CLAIMS

Type		Destroyed	Probable	Damaged
Me-109	(combat)	1	0	2
Me-109	(ground)	0	0	2
FW-190	(ground)	1	0	0
Ju-88	(ground)	1	6	1
S/E a/c	(ground)	0	2	0
Locomotives		21		57
R/R Cars		171		269
Motor Transport		559		361
Horse-drawn Vehicles		50		19
Tanks		7		13
Staff Cars		22		10
Trailers		5		9
Armored Vehicles		7		4
Barges		1		4
Motorcycles		5		0
Bicycles		5		0
Tractors		0		2
Steam Shovels		0		1

Buildings		233	134
Hangars		1	3
Guns		5	33
Dumps		4	1
Bridges		1	3
Factory Boilers		1	0
Fuel Tanks		1	0
Radar Station		0	1
Tunnel		0	1
M/Y Attacked	7		
Road Cuts	35		
Rail Cuts	35		

LOSSES

1 Beaufighter MIA, flak.
1 P-47 Destroyed, combat, Pilot MIA.
3 P-47s Destroyed, flak, 2 Pilots MIA, 1 Pilot injured but safe.
2 P-47s Destroyed, cause unknown, Pilots MIA.
1 P-47 Cat-2, combat, Pilot safe.
3 P-47s Cat-2, bomb blast, Pilots safe.
3 P-47s Cat-2, Hit trees. Pilots safe.
10 P-47s Cat-2, flak, Pilots safe.
34 P-47s Cat-1, flak, 1 Pilot slightly wounded, others safe.

BOMBS DROPPED

453 X 500 lb.	GP bombs	-	113.25 tons
376 X 500 lb.	RDX bombs	-	94.00 tons
34 X 500 lb.	TNT bombs	-	8.00 tons
168 X 500 lb.	M76 Inc bombs		42.00 tons
66 X 500 lb.	M17 Inc bombs		16.50 tons
966 X 260 lb.	Frag bombs	-	125.58 tons
209 X 250 lb.	GP bombs	-	26.12 tons
44 X 100 lb.	WP bombs	-	2.20 tons
8 X 90 lb.	Frag bombs	-	.36 tons
24 X 750 lb.	Napalm bombs	-	9.00 tons
37 X 550 lb.	Napalm bombs	-	10.17 tons
	TOTAL		451.69 tons

CONTACT WITH ENEMY AIRCRAFT

324th Fighter Group

AD No. 51 18 Me-109s, gray colored, attacked as flight prepared to bomb M/Y at Pforzheim. E/A at 13,000 ft, our flight at 8,500 ft. Jettisoned bombs. At first, 8-10 Me's came down, but did not press attack, turned and came down again on lead section. On this attack, 4 Me-109s were fired at with apparently no damage. 1 P-47 was hit on this pass and canopy came off - pilot bailed, but due haze and activity, did not see his chute - believe him safe, bailed at R-740355. Me-109s went back up and headed north-east. 1 Me-109 seen to spin in and crash at R-665350.

Claims: 1 Me-109 Destroyed in the air.
Losses: 1 P-47 Destroyed, combat, Pilot MIA.

324th Fighter Group

AO No. 90 2 Me-109s observed at 10,000 ft and 16 Me-109s at 12,000 ft flying a loose line-abreast formation at 1035 hours at R-7881. 2 e/a made pass at first flight, then headed north on deck. The other 16 e/a flew north and circled Heidelburg and returned over P-47s at R-7480. Our flight dropped bombs at R-7480 and gained altitude. The e/a formed a luftberry at 13,000 ft and came down, one at a time making passes, then went back up. 1 e/a severly damaged 1 P-47 with 20mm fire in tail section. 1 Me-109 was damaged and gave off black smoke, and broke right. Observed strikes on side of another e/a. Our flight dived to 4,000 ft and headed back to base. The damaged P-47 lagged and was tailed by e/a for short time. E/A had light blue spinners.
Claims: 2 Me-109s damaged.
Losses: 1 P-47 Cat-2, combat.

200700-210700 MARCH 1945

OPERATIONS FOR THE PERIOD

Day Fighters

27th Fighter Group	9 Missions	77 Sorties
50th Fighter Group	15 Missions	154 Sorties
86th Fighter Group	13 Missions	102 Sorties
324th Fighter Group	14 Missions	108 Sorties
358th Fighter Group	15 Missions	146 Sorties
TOTAL	66 Missions	587 Sorties

Night Fighters

415th Squadron (20/21 March) 6 Missions 6 Sorties
6 Intruder missions flown between 1905-0305 hours.

CLAIMS

Type	Destroyed	Damaged
Locomotives	0	7
R/R Cars	36	49
Motor Transport	1000	1050
H/D Vehicles	128	52
Tanks	6	0
Staff Cars	10	11
Trailers	3	1
Armored Vehicles	4	5
Motorcycles	3	0
Barges	0	3
Trolley Cars	0	1

Bicycles	1	0
Buildings	101	19
Guns	5	20
Pier	0	1
Dumps	3	0
Buildings	0	0
M/Y Attacked 2		
Rail Cuts 7		
Road Blocks 17		

LOSSES

1 P-47 Destroyed, bomb blast, Pilot MIA.
1 P-47 Destroyed, flak, Pilot MIA.
2 P-47s Destroyed, Take off accident 1 Pilot killed, 1 pilot safe.
1 P-47 Cat-2, rocket blast, Pilot safe.
4 P-47s Cat-2, flak, Pilots safe.
20 P-47s Cat-1, flak, Pilots safe.
1 Beaufighter, Cat-1, Crew safe.

BOMBS DROPPED

42 X 1000 lb. GP bombs	-	21.00 tons
113 X 500 lb. GP bombs	-	28.25 tons
60 X 500 lb. RDX bombs	-	15.00 tons
8 X 500 lb. TNT bombs	-	2.00 tons
145 X 500 lb. M76 bombs	-	36.25 tons
778 X 260 lb. Frag bombs	-	101.14 tons
26 X 250 lb. RDX bombs	-	3.25 tons
104 X 250 lb. GP bombs	-	13.00 tons
12 X 100 lb. GP bombs	-	.60 tons
60 X 750 lb. Napalm bombs	-	22.50 tons
68 X 550 lb. Napalm bombs	-	18.70 tons
TOTAL		261.69 tons

57 Rockets.

CONTACT WITH ENEMY AIRCRAFT

None.

210700-220700 MARCH 1945

OPERATIONS FOR THE PERIOD

Day Fighters

27th Fighter Group	7 Missions	62 Sorties
50th Fighter Group	6 Missions	54 Sorties
86th Fighter Group	8 Missions	69 Sorties

	Missions	Sorties
324th Fighter Group	7 Missions	74 Sorties
358th Fighter Group	7 Missions	63 Sorties
TOTAL	35 Missions	322 Sorties

Night Fighters

415th Squadron (21/22 March) 10 Missions 10 Sorties
10 Intruder missions flown between 1900-0330 hours.

CLAIMS

Type	Destroyed	Probable	Damaged
JU-88 (ground)	0	0	1
Locomotives	1		3
R/R Cars	24		30
Motor Transport	195		197
Horse-drawn Vehicles	38		54
Tanks	1		0
Barges and Tugs	6		23
Guns	4		0
Dumps	0		2
Buildings	35		24

M/Y Attacked 2
Rail Cuts 1
Road Blocks 4

LOSSES

1 Beaufighter destroyed, flak, crew safe.
1 P-47 Destroyed, flak, Pilot safe.
1 P-47 Cat-3, flak, Pilot safe.
2 P-47s Cat-2, 1 riccochet and 1 cause unknown, Pilots safe.
3 P-47s Cat-2, flak, Pilots safe.
1 P-47 Cat-1, landing accident, Pilot safe.
8 P-47s Cat-1, flak, Pilots safe.

BOMBS DROPPED

134 X 500 lb.	GP	bombs -	33.50 tons
54 X 500 lb.	RDX	bombs -	13.50 tons
20 X 500 lb.	TNT	bombs -	5.00 tons
64 X 500 lb.	M76	bombs -	16.00 tons
144 X 260 lb.	Frag	bombs -	18.72 tons
18 X 250 lb.	GP	bombs -	2.25 tons
12 X 100 lb.	WP	bombs -	.60 tons
30 X 550 lb.	Napalm	bombs -	8.25 tons
40 X 750 lb.	Napalm	bombs -	15.00
	TOTAL		112.82 tons

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CONTACT WITH ENEMY AIRCRAFT

None.

220700-230700 MARCH 1945

OPERATIONS FOR THE PERIOD

Day Fighters

27th Fighter Group	12 Missions	95 Sorties
50th Fighter Group	17 Missions	152 Sorties
86th Fighter Group	14 Missions	115 Sorties
324th Fighter Group	13 Missions	117 Sorties
358th Fighter Group	15 Missions	124 Sorties
TOTAL	71 Missions	603 Sorties

Night Fighters

415th Squadron (22/23 March) 8 Missions 8 Sorties
6 Intruder and 2 Patrol missions flown between 1905-0535 hours.

CLAIMS

Type	Destroyed	Probable	Damaged
Me-262 (combat)	0	0	1
Locomotives	4		4
R/R Cars	189		268
Motor Transport	411		246
Horse-drawn Vehicles	56		7
Armored Vehicles	1		1
Tanks	5		2
Staff Cars	1		3
Tractors	0		1
Trailers	1		3
Motorcycles	1		0
Barges	12		51
Pontoon Sections	5		0
Bridges	0		1
Buildings	90		76
Dumps	2		1
Guns	10		18
Range Finder	1		0
Radar Station	0		1

M/Y Attacked	12
Road Blocks	7
Rail Cuts	6

1800

LOSSES

3 P-47s Destroyed, flak, 1 Pilot safe, 2 Pilots MIA.
2 P-47s Cat-2, flak, Pilots safe.
15 P-47s Cat-1, flak, Pilots safe.
1 P-47 Cat-1, rocket blast, Pilot safe.
1 P-47 Cat-1, cause unknown, Pilot safe.

BOMBS DROPPED

200 X 500 lb.	GP	bombs	-	50.00 tons
62 X 500 lb.	RDX	bombs	-	15.50 tons
40 X 500 lb.	TNT	bombs	-	10.00 tons
38 X 500 lb.	Inc M17	bombs	-	9.50 tons
161 X 500 lb.	Inc M76	bombs	-	40.25 tons
58 X 250 lb.	GP	bombs	-	7.25 tons
537 X 260 lb.	Frag	bombs	-	69.81 tons
16 X 100 lb.	WP	bombs	-	.80 tons
8 X 550 lb.	Napalm	bombs	-	2.20 tons
82 X 750 lb.	Napalm	bombs	-	30.75 tons
	TOTAL			236.06 tons

206 Rockets Expended.

CONTACT WITH ENEMY AIR CRAFT

27th Fighter Group

AO No. 64 3 Me-109s made pass at flight at R-8292 at 11,000 ft at 1110 hours. No contact. Flight turned into 1 Me-109 going west at 10,000 ft at M-4010 at 9000 hours, e/a broke off while still out of range. 4 A/C fired at 1 Me-262 at 9000 ft going north at R-4399, sqdn at 10,000 ft - piece, size of canopy, O.D. with swastika on wings. Time 1125-1130 hours.
Claims: 1 Me-262 damaged.
Losses: None.

230700-240700 MARCH 1945

OPERATIONS FOR THE PERIOD

Day Fighters

27th Fighter Group	10 Missions	116 Sorties
50th Fighter Group	6 Missions	87 Sorties
86th Fighter Group	11 Missions	91 Sorties
324th Fighter Group	18 Missions	155 Sorties
358th Fighter Group	9 Missions	122 Sorties
TOTAL	54 Missions	571 Sorties

Night Fighters

415th Squadron (23/24 March) 10 Missions 10 Sorties
8 Intruder and 2 Patrol missions flown between 1910-0535 hours.

CLAIMS

Type		Destroyed	Probable	Damaged
Unidentified A/C	(ground)	5	4	1
Possibly Me-262	(ground)	0	0	1
Locomotives		6		14
R/R Cars		133		121
Motor Transport		47		66
Staff Cars		3		1
Trailers		9		2
Horse-drawn Vehicles		13		22
Tanks		2		0
Barges		7		24
Buildings		37		16
Bridges		2		6
Tunnel		0		1
Guns		7		15
Hangars		2		0
Pier		1		0
Supply Dump		0		1

M/Y Attacked 2
Road Blocks 4
Rail Cuts 31

LOSSES

1 P-47 Destroyed, flak, Pilot MIA.
2 P-47s Cat-2, flak, Pilots safe.
1 P-47 Cat-2, shell casing, Pilot safe.
15 P-47s Cat-1, flak, Pilots safe.
2 Beaufighters, Cat-1, flak, R/C of 1 a/c slightly wounded.

BOMBS DROPPED

24	X	1000 lb.	SAP	bombs	-	12.00 tons
38	X	1000 lb.	GP	bombs	-	19.00 tons
113	X	500 lb.	RDX	bombs	-	28.25 tons
233	X	500 lb.	GP	bombs	-	58.25 tons
58	X	500 lb.	TNT	bombs	-	14.50 tons
165	X	500 lb.	M76	bombs	-	41.25 tons
8	X	750 lb.	Napalm	bombs	-	3.00 tons
258	X	260 lb.	Frag	bombs	-	33.54 tons
16	X	250 lb.	RDX	bombs	-	2.00 tons
24	X	250 lb.	GP	bombs	-	3.00 tons
2	X	100 lb.	WP	bombs	-	.10 tons
			TOTAL			214.89 tons

55 Rockets Expended.

CONTACT WITH ENEMY AIRCRAFT

None.

240700-250700 MARCH 1945

OPERATIONS FOR THE PERIOD

27th Fighter Group	10 Missions	100 Sorties
50th Fighter Group	9 Missions	134 Sorties
86th Fighter Group	15 Missions	124 Sorties
324th Fighter Group	16 Missions	124 Sorties
358th Fighter Group	9 Missions	128 Sorties
TOTAL	59 Missions	610 Sorties

Night Fighters

415th Squadron (24/25 March) 7 Missions 7 Sorties
1 Intruder and 6 Patrol missions flown between 1930-0555 hours.

CLAIMS

Type	Destroyed	Probable	Damaged
Me-109 (combat)	2	0	0
Locomotives	8		6
R/R Cars	113		190
Motor Transport	99		70
Horse-drawn Vehicles	4		4
Armored Vehicles	0		1
Trailers	2		2
Barges	8		21
Buildings	66		16
Bridges	1		4
Dumps	1		4
Barracks	0		2
Guns	6		2
Piers	1		0

M/Y Attacked 7
Road Blocks 7
Rail Cuts 32

LOSSES

1 P-47 Cat-3, cause unknown, Pilot slightly wounded.
4 P-47s Cat-2, flak, Pilots safe.
1 P-47 Cat-1, flak, Pilot safe.
1 P-47 Cat-1, landing accident, Pilot safe.

BOMBS DROPPED

22 X 1000 lb. SAP	bombs	-	11.00	tons
32 X 1000 lb. GP	bombs	-	16.00	tons
338 X 500 lb. GP	bombs	-	84.50	tons
44 X 500 lb. RDX	bombs	-	11.00	tons
86 X 500 lb. TNT	bombs	-	21.50	tons
42 X 500 lb. M76	bombs	-	10.50	tons
46 X 500 lb. M17	bombs	-	11.50	tons
86 X 250 lb. GP	bombs	-	10.75	tons
283 X 260 lb. Frag	bombs	-	36.79	tons
	TOTAL	-	213.54	tons

3 Rockets Expended.

CONTACT WITH ENEMY AIRCRAFT

324th Fighter Group

AO No. 59 1 Me-109 going sough at 200 ft at 1820 hours. 1 P-47 attacked, blew off canopy. Pilot e/a bailed, A/C hit ground at M-8503. Pilot bailed from 800 ft safely.
Claims: 1 Me-109 Destroyed
Losses: Nil.

250700-260700 MARCH 1945

OPERATIONS FOR THE PERIOD

Day Fighters

27th Fighter Group	13 Missions	120 Sorties
50th Fighter Group	6 Missions	84 Sorties
86th Fighter Group	17 Missions	143 Sorties
324th Fighter Group	11 Missions	108 Sorties
358th Fighter Group	7 Missions	102 Sorties
TOTAL	54 Missions	557 Sorties

Night Fighters

415th Squadron (25/26 March) 8 Missions 8 Sorties
3 Intruder and 5 Patrol missions were flown between 1910-0625 hours.

CLAIMS

Type	Destroyed	Damaged
Locomotives	4	39
R/R Cars	188	369
Motor Transport	144	107
Horse-drawn Vehicles	2	0

Staff Cars	1	1
Trailers	2	1
Armored Vehicles	1	2
Motorcycles	2	0
Barges and Tugs	12	26
Railroad Control Tower	0	1
Guns	0	4
Dumps	1	3
Buildings	23	11
Oil Storage Tanks	1	0
Lumber Mill	0	1
Bridges	2	7

M/Y Attacked	6
Rail Cuts	5
Road Blocks	24

LOSSES

1 P-47 Destroyed, flak, Pilot MIA.
1 P-47 Cat-3, flak, Pilot safe.
3 P-47s Cat-2, flak, Pilots Safe.
20 P-47s Cat-1, flak, Pilots safe.
1 P-47 Cat unknown. Hit tree while strafing. Pilot safe.

BOMBS DROPPED

48 X	1000 lb.	SAP	bombs	-	24.00 tons
14 X	1000 lb.	GP	bombs	-	7.00 tons
175 X	500 lb.	GP	bombs	-	43.75 tons
153 X	500 lb.	RDX	bombs	-	38.25 tons
18 X	500 lb.	TNT	bombs	-	4.50 tons
64 X	500 lb.	M17	bombs	-	16.00 tons
26 X	500 lb.	M76	bombs	-	6.50 tons
150 X	250 lb.	GP	bombs	-	18.75 tons
247 X	260 lb.	Frag	bombs	-	32.11 tons
8 X	550 lb.	Napalm	bombs	-	2.20 tons
		TOTAL		-	193.06 tons

57 Rockets Expended.

CONTACT WITH ENEMY AIRCRAFT

27th Fighter Group

AO No. 60 7 bogies believed to be long nose FW-190s at 1900 hours high going northeast at 14,000 ft at H-2010. 3 bogies peeled and dived past flight of bombers. Our a/c followed the bogies to 8-9000 ft and fired at 3000 ft range, then pulled up, e/a continued down to deck and the other 4 bogies headed weast. E/A painted OD, 1 had red spinner.
Claims: None
Losses: None

1805

260700-270700 MARCH 1945

OPERATIONS FOR THE PERIOD

Day Fighters

27th Fighter Group	13 Missions	101 Sorties
50th Fighter Group	25 Missions	200 Sorties
86th Fighter Group	21 Missions	166 Sorties
324th Fighter Group	27 Missions	220 Sorties
358th Fighter Group	22 Missions	242 Sorties
TOTAL	108 Missions	929 Sorties

Night Fighters

415th Squadron (26/27 March) 10 Missions 10 Sorties
10 Patrol missions flown between 1920-0410 hours.

CLAIMS

Type	Destroyed	Damaged
Locomotives	10	23
R/R Cars	179	324
Motor Transport	112	114
Horse-drawn Vehicles	13	6
Tanks	1	6
Staff Cars	5	3
Trailers	2	1
Armored Vehicles	1	1
Barges	0	4
Street Cars	0	1
Guns	14	19
Dumps	0	1
Buildings	177	92
Bridges	1	1
Oil Storage Tank	1	0
Power Plant	0	1
Radio Antenna	0	1

M/Y Attacked	4
Rail Cuts	19
Road Blocks	4

LOSSES

2 P-47s Destroyed, flak, 1 Pilot MIA, 1 Pilot injured but safe.
1 P-47 Destroyed, mechanical failure, Pilot safe.
1 P-47 Cat-3, cause unknown, Pilot safe.
2 P-47s Cat-2, 1 cause unknown, 1 hit tree strafing. Pilots safe.

3 P-47s Cat-2, landing accidents, Pilots safe.
4 P-47s Cat-2, flak, Pilots safe.
19 P-47s Cat-1, flak, Pilots safe.
1 P-47 Cat-unknown, Pilot safe.

BOMBS DROPPED

177 X 500 lb. GP bombs	-	44.25 tons
168 X 500 lb. RDX bombs	-	42.00 tons
82 X 500 lb. M17 bombs	-	20.50 tons
62 X 500 lb. M76 bombs	-	15.50 tons
12 X 500 lb. Frag cluster		3.00 tons
337 X 260 lb. Frag bombs	-	43.80 tons
35 X 350 lb. GP bombs	-	10.62 tons
8 X 750 lb. Napalm bombs		3.00 tons
TOTAL		182.67 tons

90 Rockets Expended.

CONTACT WITH ENEMY AIRCRAFT

None.

270700-280700 MARCH 1945

OPERATIONS FOR THE PERIOD

Day Fighters

27th Fighter Group	8 Missions	86 Sorties
50th Fighter Group	6 Missions	48 Sorties
86th Fighter Group	7 Missions	56 Sorties
324th Fighter Group	6 Missions	66 Sorties
358th Fighter Group	8 Missions	56 Sorties
TOTAL	35 Missions	312 Sorties

Night Fighters

415th Squadron (27/28 March) No Flying Weather

CLAIMS

Type	Destroyed	Damaged
Locomotives	1	0
R/R Cars	20	0
Motor Transport	26	36

Horse-drawn Vehicles	2	2
Armored Vehicles	4	0
Tanks	0	1
Barges & Tugs	0	2
Buildings	26	30

Road Blocks 1

LOSSES

1 P-47 Destroyed, landing accident, Pilot KIA.
2 P-47s Cat-2, flak, Pilots safe.
1 P-47 Cat-1, flak, Pilot safe.

BOMBS DROPPED

36 X 500 lb. GP bombs - 9.00 tons
10 X 500 lb. M17 bombs - 2.50 tons
12 X 260 lb. Frag bombs - 1.56 tons
3 X 120 lb. Frag Bombs - .18 tons
24 X 100 lb. WP bombs - 1.20 tons

TOTAL - 14.44 tons

CONTACT WITH ENEMY AIRCRAFT

None.

280700-290700 MARCH 1945

OPERATIONS FOR THE PERIOD

Day Fighters

27th Fighter Group	1 Mission	8 Sorties
50th Fighter Group	2 Missions	15 Sorties
86th Fighter Group	2 Missions	16 Sorties
324th Fighter Group	1 Missions	4 Sorties
358th Fighter Group	2 Missions	16 Sorties
TOTAL	8 Missions	59 Sorties

Night Fighters

415th Squadron (28/29 March) No flying Weather

CLAIMS - None

LOSSES - 1 P-47 Cat-1, flak, Pilot safe.



BOMBS DROPPED

16 X 260 lb. Frag bombs - 2.08 tons
7 X 500 lb. GP bombs - 1.75 tons

TOTAL 3.83 tons

CONTACT WITH ENEMY AIRCRAFT

None.

290700-300700 MARCH 1945

OPERATIONS FOR THE PERIOD

Day Fighters

27th Fighter Group	No Flying	Weather
50th Fighter Group	No Flying	Weather
86th Fighter Group	No Flying	Weather
324th Fighter Group	No Flying	Weather
358th Fighter Group	No Flying	Weather

Night Fighters

415th Squadron (29/30 March) No Flying Weather

CLAIMS None

LOSSES None

BOMBS DROPPED None

CONTACT WITH ENEMY AIRCRAFT None

Missions None

OBSERVATIONS None

ENEMY FLAK None

300700-310700 MARCH 1945

OPERATIONS FOR THE PERIOD

Day Fighters

27th Fighter Group	1 Mission	8 Sorties
50th Fighter Group	3 Missions	24 Sorties
86th Fighter Group	2 Missions	16 Sorties
324th Fighter Group	1 Mission	8 Sorties
358th Fighter Group	5 Missions	21 Sorties
TOTAL	12 Missions	77 Sorties

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Night Fighters

415 Squadron (30/31 March) 8 Missions 8 Sorties
8 Patrol missions flown between 1905-0550 hours.

CLAIMS

Type	Destroyed	Damaged
Locomotives	2	7
R/R Cars	8	0
Motor Transport	12	17
Horse-drawn Vehicles	0	1
Trailers	0	2
Guns	2	1
Buildings	18	3
Radar Station	0	1

M/Y Attacked 2

LOSSES

2 P-47s Cat-2, flak, Pilots safe.
1 P-47 Cat-1, flak, Pilot safe.

BOMBS DROPPED

15 X 500 lb. GP bombs - 3.75 tons
9 X 500 lb. MIAI Frag - 2.25 tons
16 X 750 lb. Napalm bombs 6.00 tons
50 X 260 lb. Frag bombs - 6.50 tons

TOTAL 18.50 tons

38 Rockets.

CONTACT WITH ENEMY AIRCRAFT

None.

RESTRICTED

HEADQUARTERS 64TH FIGHTER WING
Office of the Commanding General
APO #374

SPECIAL ORDERS)
NUMBER 45)

3 March 1945.

CONSOLIDATED

1. Having been asgd this Hq per Par 3, SO #19, Hq XII TAC, dtd 5 Feb 45, Captain ROBERT W. CLARK, 0-427523, AC, is hereby aptd Ass't A-3 Officer, eff this date.

2. Having been asgd this Hq per Par 4, SO #34, Hq XII TAC, dtd 17 Feb 45, 1st Lt DAVID E. KEEVER, 0-821723, AC, is hereby aptd Ass't A-3 O, eff this date.

BY ORDER OF COLONEL JACKSON:

FRANCIS T. BUTLER,
Major, Air Corps,
ADJUTANT.

OFFICIAL:

Francis T. Butler

FRANCIS T. BUTLER,
Major, Air Corps,
ADJUTANT.

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R E S T R I C T E D

HEADQUARTERS 64TH FIGHTER WING
Office of the Commanding General
APO #374

SPECIAL ORDERS)
NUMBER 47)

6 March 1945.

C O N S O L I D A T E D

1. Having been placed on DS this Hq per comp auth, the fol named O's orgns indicated, are hereby placed on DS to XV Corps per VOCG XII TAC. W/P w/d fr P/Sta RUAT CG thereof for dy. TDN. GMT. CTRS.

1st Lt E. R. WHITE, 0-[illegible], 86th Ftr Gp
1st Lt D. B. KNAACK, 0-[illegible], 86th Ftr Gp
1st Lt J. K. HOLT, 0-[illegible], 86th Ftr Gp

2. The fol named O's, 324th Ftr Gp, are hereby relvd fr DS to XV Corps and will ret to parent orgn and sta. TDN. GMT.

Captain WILLIAM R. RICHMOND JR, 0-758853
1st Lt JOSEPH E. ROSS, 0-800595

3. Having been asgnd this Hq per Par 9, SO 311 Hq XII TAC, dtd 28 Feb 45 Major ROBERT R. FISHEL, 0-25459, AC, is hereby aptd Asst A-3 Officer, eff 1 Mar 45.

4. VOCG 15 Feb 45, aptg Major JAMES P. READY, 0-421791, AC, Air Inspector, is hereby confirmed and made of record.

BY ORDER OF COLONEL JACKSON:

FRANCIS T. BUTLER,
Major, Air Corps,
ADJUTANT.

OFFICIAL:

[signature]
FRANCIS T. BUTLER,
Major, Air Corps,
ADJUTANT.

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HEADQUARTERS 64TH FIGHTER WING
Office of the Commanding General
APO #374

SPECIAL ORDER)
NUMBER 49)

9 March 1945.

CONSOLIDATED

1. UP AR 850-75, Mr LAWRENCE H. HATLESTAD, ARC, is asgd to Hq 64th Ftr Wg for dy as American Red Cross Assistant Field Director, eff 3 Mar 45.

2. So much of par 2, SO 48 this Hq, 8 Mar 45 as pertains to Pvt EMANUEL MEHULKA, 37694939, 593rd Sig AW Bn is deleted.

3. So much of par 4, SO #41, this Hq, 27 Feb 45 (EM placed on DS with XXI Corps), as reads:

........."are reld fr dy with Football"..........
is deleted.

4. Major JAMES P. READY, O-421791, AC, this Hq, is relvd fr dy as Air Inspector, eff this date.

BY ORDER OF COLONEL JACKSON:

FRANCIS T. BUTLER,
Major, Air Corps,
ADJUTANT.

OFFICIAL:

FRANCIS T. BUTLER,
Major, Air Corps,
ADJUTANT.

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HEADQUARTERS 64TH FIGHTER WING
Office of the Commanding General
APO #374

13 March 1945.

SPECIAL ORDER)
NUMBER 52)

EXTRACT

* * *

7. The fol VOCO, this Hq. 1 Mar 45, are confirmed and made of record under exigencies which prevented the issuance of advance orders:

Major Julius Goldstein, 0914805, AC, is aptd A-4 Officer, this Hq, eff 1 Mar 45, vice Lt Col. Amos F. Riha, 0399556, AC.
Capt. Herbert Scheftel, 0901709, AC, is aptd Sr Controller, this Hq, eff 1 Mar 45, vice Major Julius Goldstein, 0914805, AC.
Lt Col Amos F. Riha, 0399556, AC, is aptd Asst A-3, this Hq, eff 1 Mar 45.

* * *

BY ORDER OF COLONEL JACKSON:

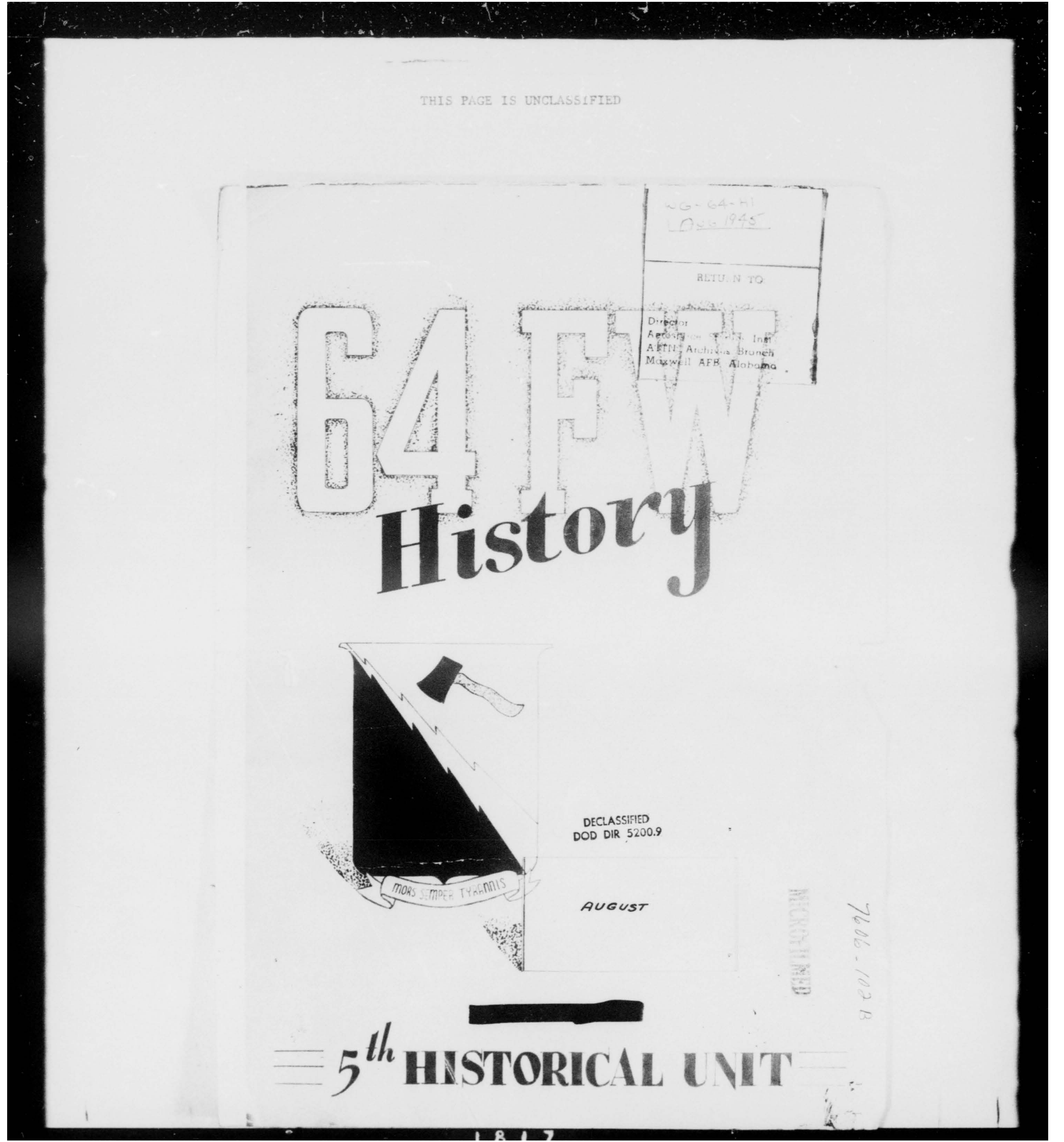
WILLIAM E. McENTIRE,
Colonel, Air Corps,
Chief of Staff.

OFFICIAL:

Francis T. Butler
FRANCIS T. BUTLER,
Major, Air Corps,
Adjutent.

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1. SO. 160, HQ. 64th Fighter Wing Dated 6 August 1945
2. SO. 165, HQ. 64th Fighter Wing Dated 11 August 1945
3. SO. 175, HQ. 64th Fighter Wing Dated 22 August 1945
4. SO. 182, HQ. 64th Fighter Wing Dated 29 August 1945
5. SO. 184, HQ. 64th Fighter Wing Dated 31 August 1945
6. Station List, HQ. 64th Fighter Wing Dated 1 September 1945
7. Bullitin No. 9, HQ. 64th Fighter Wing Dated 9 August 1945
8. Bullitin No. 11, Hq. 64th Fighter Wing Dated 18 August 1945
9. Bullitin No. 12, Hq. 64th Fighter Wing Dated 22 August 1945
10. Bullitin No. 13, Hq. 64th Fighter Wing Dated 29 August 1945
11. Teleprinter Procudure, Hq. 64th Fighter Wing Dated 15 August 1945
12. Wire Section, Hq. 64th Fighter Wing Dated 15 August 1945
13. Radio Procudure (HF), Hq. 64th Fighter Wing Dated 12 August 1945
14. Message Center Procudure, Hq. 64th Fighter Wing Dated 31 August 1945
15. Memorandum, Ground Gunnery Range Hq. 64th Fighter Wing Dated 18 Aug.1945
16. Memorandum, Training Flights, Hq. 64th Fighter Wing Dated 17 August 1945

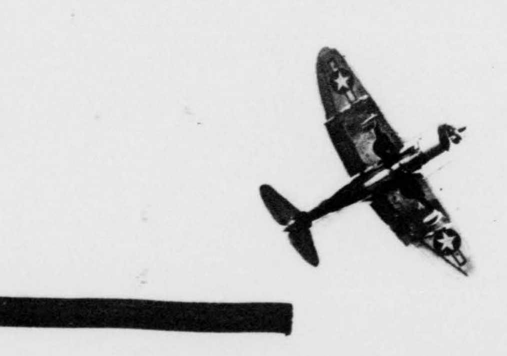
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OPERATIONS
TELEPHONE
&
INFORMATION
FLIGHT SECTION

GRANDSTAND BARRACKS

AND

FLIGHT LINE



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HEADQUARTERS XII TACTICAL AIR COMMAND
APO 374

OUTGOING MESSAGE

18 August 1945

X ROUTINE X UNCLASSIFIED

TO: CG's & CO's, All Units, XII TAC.

APPROVED FOR TRANSMISSION BY: W N Reese
W. N. REESE, LT. COL., AGD, ADJUTANT GENERAL

REF. NO: G-2306

The following message received from CG, Ninth Air Force, is quoted for your information and dissemination to all members of your command:

"THE VICTORY OVER JAPAN COMPLETED THE SEQUEL TO THE CHAPTER YOU WROTE SO BRILLIANTLY IN THE SKIES OVER EUROPE. THE RAPID REDEPLOYMENT OF MEN AND MATERIALS FROM THE EUROPEAN THEATER TO THE PACIFIC HAS CONTRIBUTED GREATLY TO THE JAPANESE DEFEAT. IT IS MY PERSONAL DESIRE THAT YOU CONVEY TO ALL MEMBERS OF YOUR COMMAND, BOTH IN THE ETO AND THE MTO, MY MOST SINCERE CONGRATULATIONS AND APPRECIATION FOR A JOB WELL DONE. ARNOLD."

BARCUS

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1. Organization:

    No Change

2. Strength:
    Headquarters:

        Officers - - - - 72

        Warrant Officers 2

        Enlisted Men - - 206

3. Change in Stations:

    Negative

4. Awards and Decorations:

    a. The Bronze Star Medal was awarded to the following officers,

        Captain Russell D. Anderson
        Captain George J. Hayes
        Captain William L. Stribley
        1st. Lt. Ralph Bohannon
        1st. Lt. Albert J. Rosenthal
    (GO No. 146, Hq. XII Tactical Air Command, dated 23 August 1945)

5. Personnel:
    1st. Lt. Orrin P. Caldwell appointed Assistant Adjutant
    (SO 160, Hq. 64th Fighter Wing, dated 6 August 1945)

    Captain Frank A. Taylor appointed Assistant Adjutant
    (SO 160, Hq. 64th Fighter Wing, dated 6 August 1945)

    Major Raymond P. Schaeffer appointed A-4 Officer vice Lt. Col. Goldstein relieved.
    (SO 165, Hq. 64th Fighter Wing, dated 11 August 1945)

    Lt. Col. Julius Goldstein appointed Special Operations Officer.
    (SO 165, Hq. 64th Fighter Wing, dated 11 August 1945)

    Captain William E. Rapp appointed Assistant Wing Surgeon.
    (SO 175, Hq. 64th Fighter Wing, dated 22 August 1945)

    Captain R.D.B. Merryweather appointed Wing Adjutant vice Captain C. M. Keranen relieved.
    (SO 182, Hq. 64th Fighter Wing, dated 29 August 1945)

    Major Donald Wilder appointed A-2 Officer.
    (SO 184, Hq. 64th Fighter Wing, dated 31 August 1945)

CHANGES IN SUBORDINATE UNITS

DETACHMENT	RELIEVED FROM ATTACHMENT
Det "V", 21st Weather Sq.	324th Ftr Gp., 64th Fighter Wing
Det "V", 40th Mobile Comm Sq.	324th Ftr Gp., 64th Fighter Wing
Det"ZF", 21st Weather Sq.	27th Ftr Gp., 64th Fighter Wing
Det"ZF", 40th Mobile Comm Sq.	27th Ftr Gp., 64th Fighter Wing

(GO. 142,ASSIGNMENT AND ATTACHMENT OF UNIT, HQ. XII TACTICAL AIR COMMAND)

Pursuant to authority contained in letter, Hq, Ninth Air Force, subject: Assignment and Attachment Order (No. 101), dated 30 July 1945. the following detachment is relieved from attached to the XII Tactical Air Command and from further attached to the 404th Fighter Gp. 64th Fighter Wing, effective as of 24 July 1945.

Det "Q" , 9th Base Operations Sq. (Prov)

Pursuant to authority contained in letter, Hq. Ninth Air Force, subject : Assignment and Attachment Order (No. 93). dated 21 July 1945, the following detachments are relieved from attached to the XII Tactical Air Command and from attachment as indicated, effective 26 July 1945.

DETACHMENT	RELIEVED FROM ATTACHMENT
Det "YB", 21st Weather Sq.	Hq. 64th Fighter Wing
Det "YB" 40th Mobile Comm Sq.	Hq. 64th Fighter Wing

Pursuant to authority contained in letter, Hq. Ninth Air Force, subject : Assignment and Attachment Order (No. 101). dated 30 July 1945, the following unit having been assigned to the XII Tactical Air Command is hereby further assigned to Hq. 64th Fighter Wing. effective as of 27 July 1945.

309th Signal Company Wing
573rd Signal AW Battalion

DETACHMENT	ATTACHED TO
Det "EE", 21st Weather Sq.	Hq. 370th Ftr Gp, 64th Fighter Wing
Det "EE", 40th Mobile Comm Sq.	Hq. 370th Ftr Gp, 64th Fighter Wg.

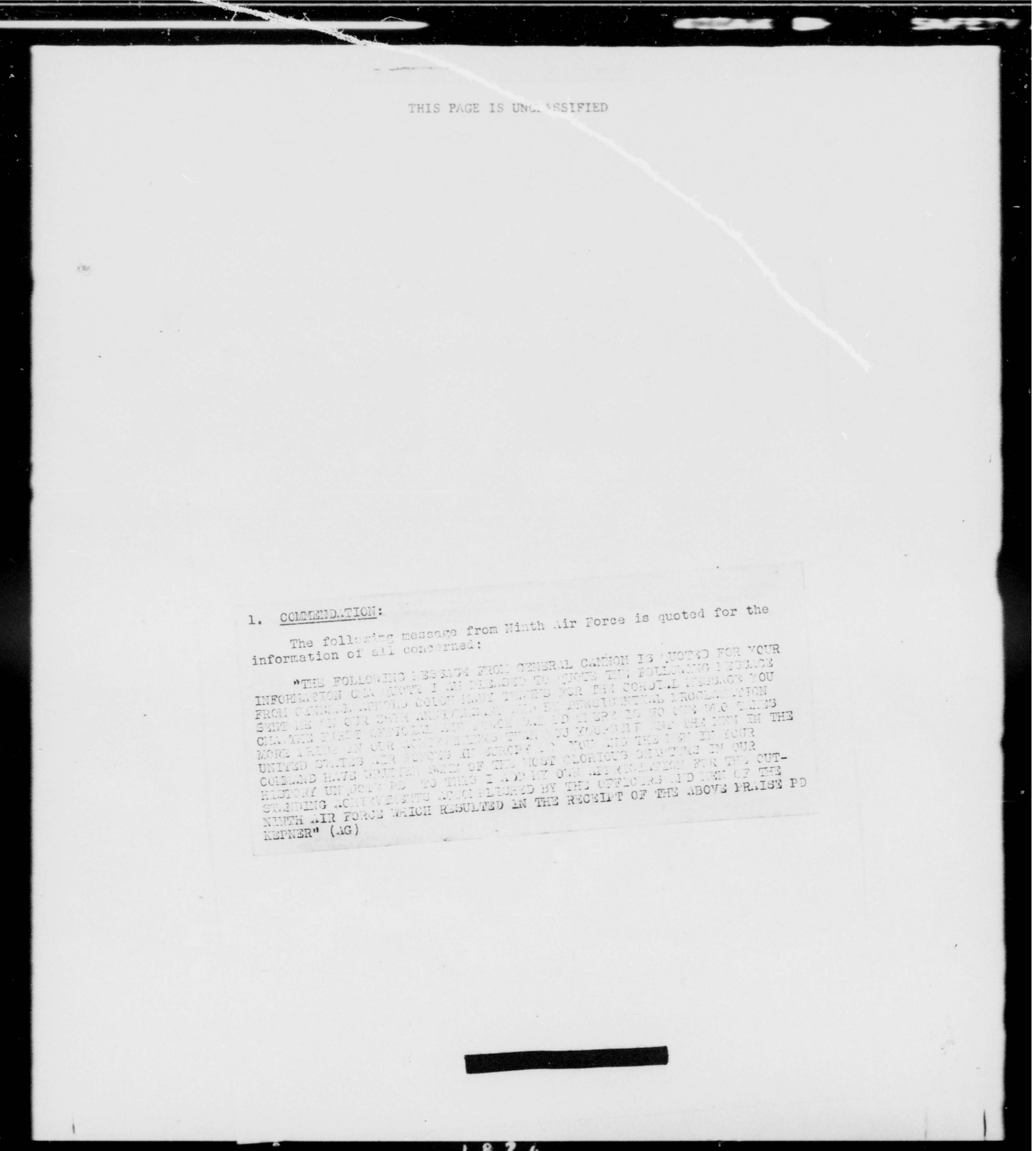
(GO. 145, ASSIGNMENT AND ATTACHMENT OF UNIT,HQ.XII TACTICAL AIR COMMAND)

Effective 17 August 1945, the following unit is attached to Hq. 64th Fighter Wing.

Co. "A" 446th Signal Hv Const Bn.

(GO. 145, ASSIGNMENT AND ATTACHMENT OF UNIT, HQ.XII TACTICAL AIR COMMAND)

THIS PAGE IS DECLASSIFIED IAW EO 13526



1. COMMENDATION:

The following message from Ninth Air Force is quoted for the information of all concerned:

"THE FOLLOWING MESSAGE FROM GENERAL CANNON IS QUOTED FOR YOUR INFORMATION CMA QUOTE I AM PLEASED TO QUOTE THE FOLLOWING MESSAGE FROM GENERAL ARNOLD COLON MANY THANKS FOR THE CORDIAL MESSAGE YOU SENT ME ON OUR [illegible] ANNIVERSARY [illegible] BY PRESIDENTIAL PROCLAMATION CMA THE FIRST OFFICIAL AIR FORCE [illegible] AND THERE IS NO ONE WHO TAKES MORE PRIDE IN OUR ACHIEVEMENTS THAN YOU YOURSELF [illegible] THE MEN IN THE UNITED STATES AIR FORCES IN EUROPE [illegible] YOU AND THE MEN IN YOUR COMMAND HAVE WRITTEN SOME OF THE MOST GLORIOUS CHAPTERS IN OUR HISTORY UNQUOTE PD TO THIS I ADD MY OWN APPRECIATION FOR THE OUTSTANDING ACHIEVEMENTS ACCOMPLISHED BY THE OFFICERS AND MEN OF THE NINTH AIR FORCE WHICH RESULTED IN THE RECEIPT OF THE ABOVE PRAISE PD KEPNER" (AG)

HEADQUARTERS 64TH FIGHTER WING
Office of the Commanding General

APO 374, U. S. Army
20 August 1945.

SUBJECT: "Going Home."

TO : All personnel, Hq. 63rd Fighter Wing, and Hq. 64th Fighter Wing.

1. With the apparent end of the war in the Pacific, it is natural for all of us who have no desire for an Army career to lose interest in the job we are doing, and to adopt an "I don't give a damn" attitude toward our work. Many of us have seen long and arduous combat work, and it is only natural that the desire to return to our loved ones should be uppermost in our minds.

2. If any of us here knew just exactly what our job is to be and what higher headquarters has in store for us, we might better be able to understand why we can't believe everything we read in Stars and Stripes. "Change" is the order of the day, and the only thing we can count on NOT changing is that from day to day everything WILL change. We are still functioning under the same official policy that was evolved when our number one objective was the defeat of Japan. With the Japanese war finished we can count on that policy's changing, but when it will change, and how it will change are matters best left to conjecture at this stage.

3. But even leaving Japan out of the picture, we still have the two-fold obligation of manning and implementing the residual air force in Germany and effecting the tremendous homeward redeployment task. In line with this, we recently have had to transfer to the 63rd Fighter Wing, a category 1 unit, all personnel in the 64th who might be essential---as far as we could determine---to either of our two main tasks. Enlisted personnel transferred have no need to worry. Essentiality for enlisted men will not be worked to retain high-point men. Officer personnel on the transfer list will be subject to constant review, and the period of essentiality for many will be short. Indeed, it is entirely possible that low-point personnel and/or organizations, formerly slated for direct movement to the Pacific, will be recalled from assembly areas to assume our functions within the next month. If this should happen all of us, except a few with very low points, should be released.

4. The little that I have been able to tell you for want of knowing more does not constitute a promise that any of you will be home by any particular date. But I hope that it may assure you that the situation is not hopeless, that most of us will be home within a few more months, and that we who can will do all we can to get you home as soon as possible while assuring that the last phase of our common job is well done.

5. If perhaps, you do become a trifle impatient with the apparent slowness in getting you home, it would indeed be unfortunate to lapse into slothfulness, immorality, and misconduct. Most of you have come a long way with fine unimpeachable records. With only a few more months to go, keep your records clean. The worst is over. When you become a civilian again, you'll want to be proud of a record of honorable and exemplary service to your country.

Nelson P. Jackson
NELSON P. JACKSON,
Colonel, Air Corps,
Commanding.

The month of August emphasized the principal mission of this command that being the fair and expeditious return of all high point enlisted men to the United States, thus it was the main operational function during the month. The rapid change in personnel produced many problems that were unforseen or unavoidable. The remaining men were faced with a very hard schedule throughout the entire month.

The month was one of great rejoicing for the declaration of unofficial peace brought everyone's hope for a speedy return to the States and home. No one dreamed of such a quick victory over Japan, so the news that it was over was greeted with more enthusiasm than VE day. Perhaps it was the realization that for the first time since Pearl Harbor a war did not exit and in a short period of time we would all be back to pre-war normality. Some celebrated hilariously, others reflectively, but all were thankful for the end. It meant more paper work, but it also meant more men going home and that was a fair exchange.

The training program slowed down throughout the month and there was a tendency to " pad figures" to save time. there were many understandable reasons for the slump in training, but it can be stated simply that there either were not enough men to train, nor were there enough capable instructors to be found. All units considered " on the job " training as the answer to the problem. Qualified personnel in the essential technical fields were being shipped home leaving a shortage of all ground crew members. A clesr illustration of the shortage can be drawn from a recent inspection by the Wing Personnel Equipment Officer. He found only one parachute rigger in all groups his inspection covered, and very few Personnel Equipment Officers in the squadrons. The sub-depots do not have enough facilities to handle all these groups, or are too far away to service the groups, This is only one field but shows the over all picture.

The APO in the Wing plus all the mail rooms found a problem of their own this month. Many men failed to properly notify the proper authorities of their disposition, and mail was handled needlessly. It was a long hard job to trace men, or re-address all letters of men who were redeployed. The result was understandable when all mail slowed down considerably for everone Under these circumstances, the delay was unavoidable and did not help morale very much during the period.

Many changes were promised in the civilian labor and occupation regulations. The CIC was busy screening several of the groups in this command for undesireable workers. All civilian laborers were ordered to wear a band designating that they were a German civilian worker or a DP. German uniforms were to be dyed and changed and all DPs or Germans that had an American issue were to have them dyed to a color that would identify them for our soldiers. These changes were welcome from angle for the pride a soldier has in his uniform is not strenghtened by the sight of a German or a DpP wearing it.

The 27th Fighter Group won the baseball tournement that was conducted by the Wing and the 582 SAW won the invitational softball tournement also sponsered by the Wing.

Some of the groups were checking their ground crews out in Cubs and many men had an opportunity to ride in the ships they mintained. The pilots were struggling to get their flying time in with the decrease in aircraft and maintenance crews.

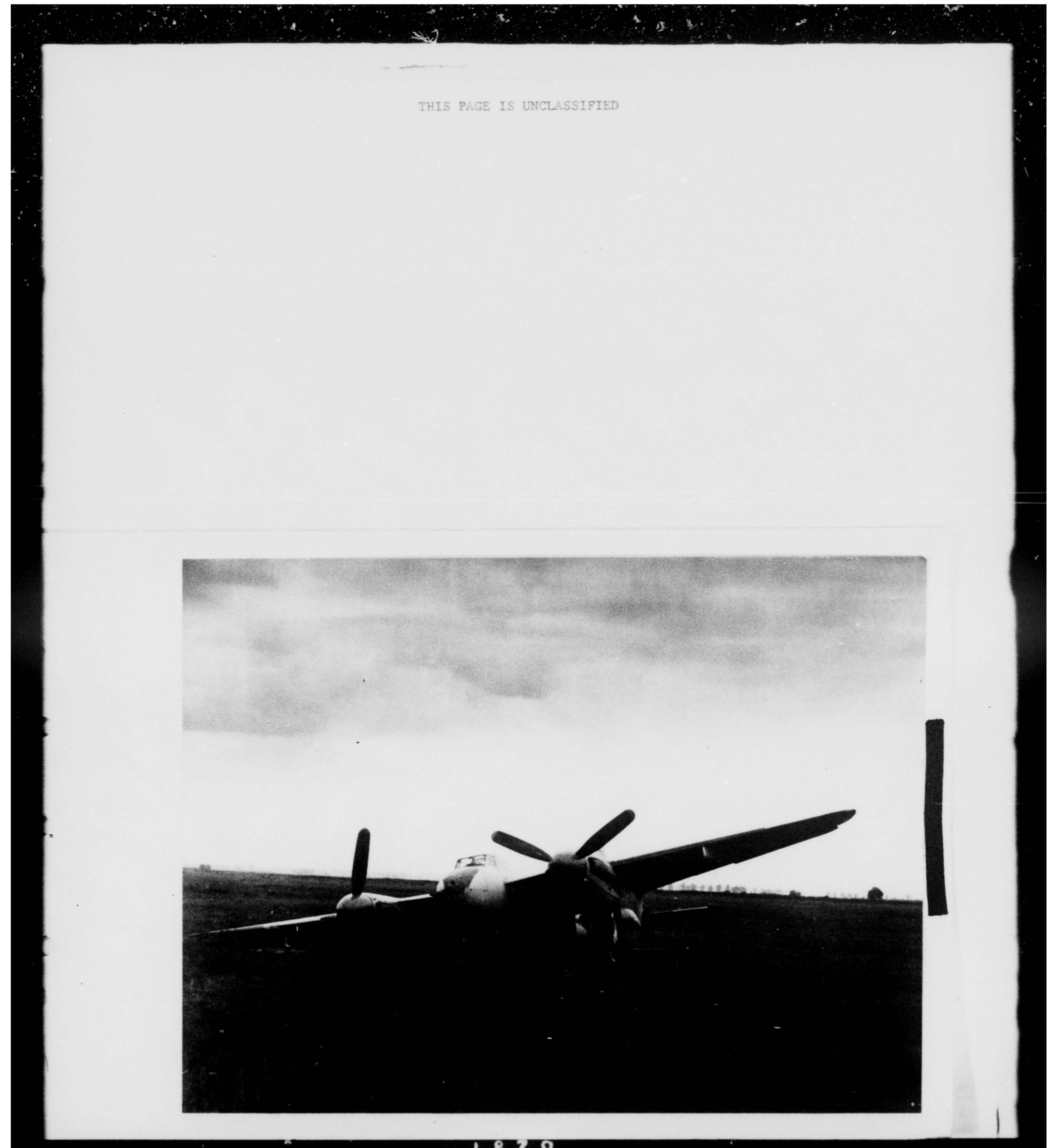
A point of interest came from the 27th Fighter Group when they compilrd their net record to date and the impressive figures speak for the groups accomplishments. In the Mediterraneon and Europeon Theatres of Operations the group flew 3469 missions, had 28878 sortie creditsand accomplished 58,359:40 hours. The group has eight battle stars and five unit citations.

Special Service offered a good variety of programs here at Grandstand Barracks during the month. On the 8 August the USO Foxhole Frolics rolled in for a program and the next night we saw Civilian Show Rhapsody. On the 11 August Paul Robeson with his crew entertained us. Yankee Doodlers GI Show played on the 14 August and the Dutch Wooden Shoe crew put on a show on the 21 August. We played host to the 7th Army Civilian Cosmopolitains on the 25th of the month. During the month a WAC dance was held to round out the program.

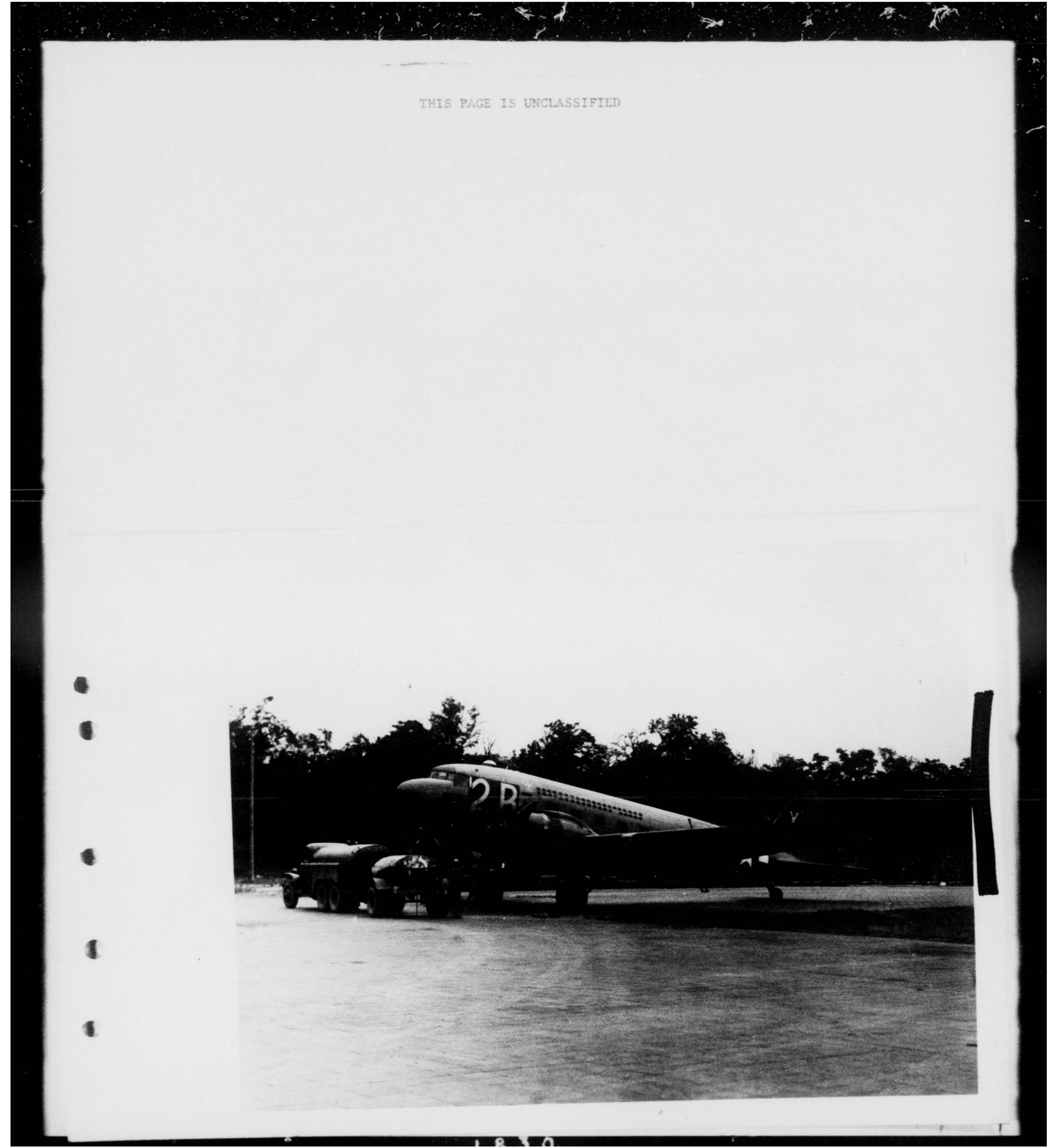
The month started with the 38th birthday of the Air Force which was auspiciosly celebrated by all and the month ended with the satisfaction that just a few more days and a few more points would see us all home. The month included the usual complaints but added new hopes for everyone...

COLONEL NELSON P. JACKSON
COMMANDING

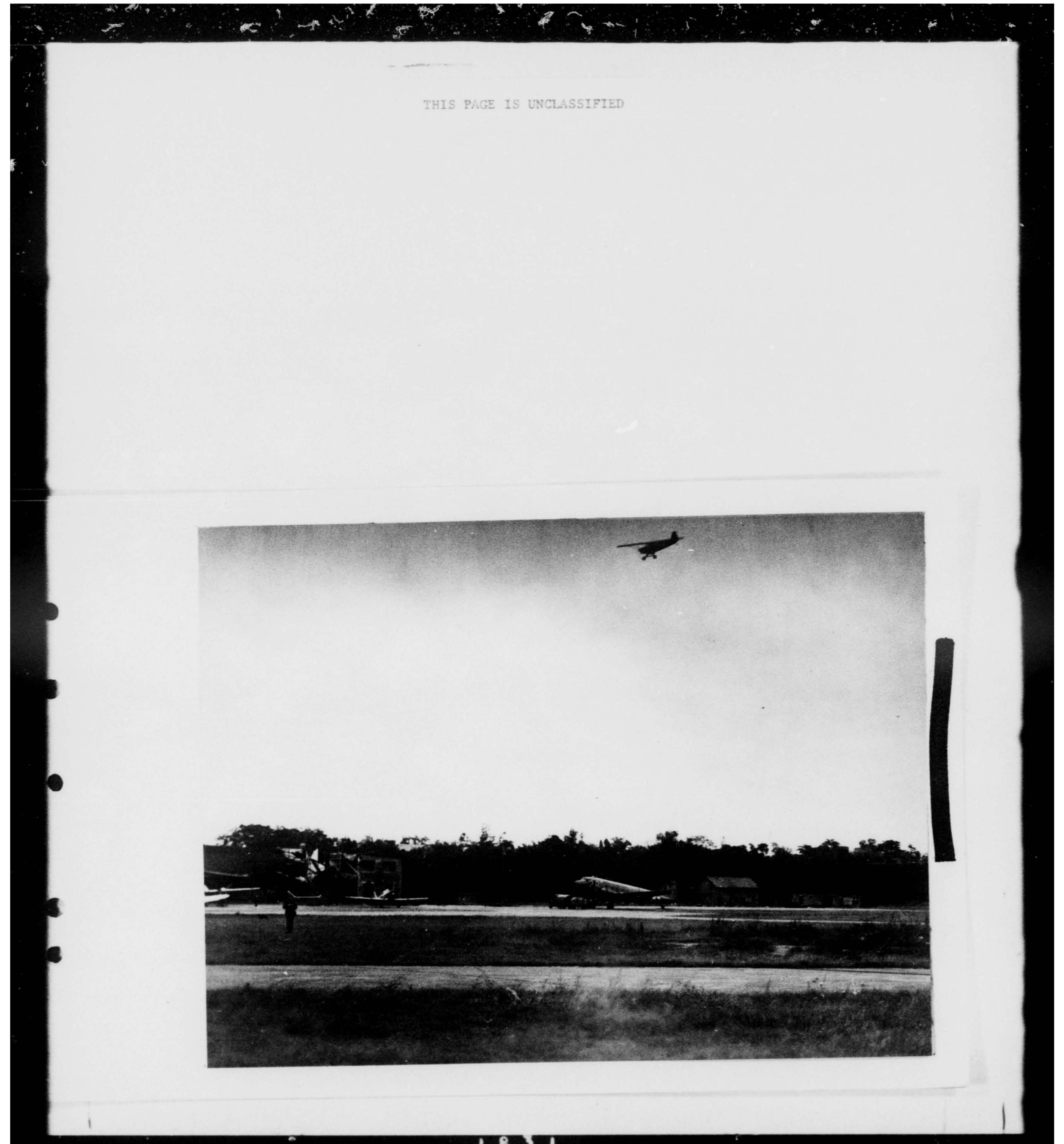
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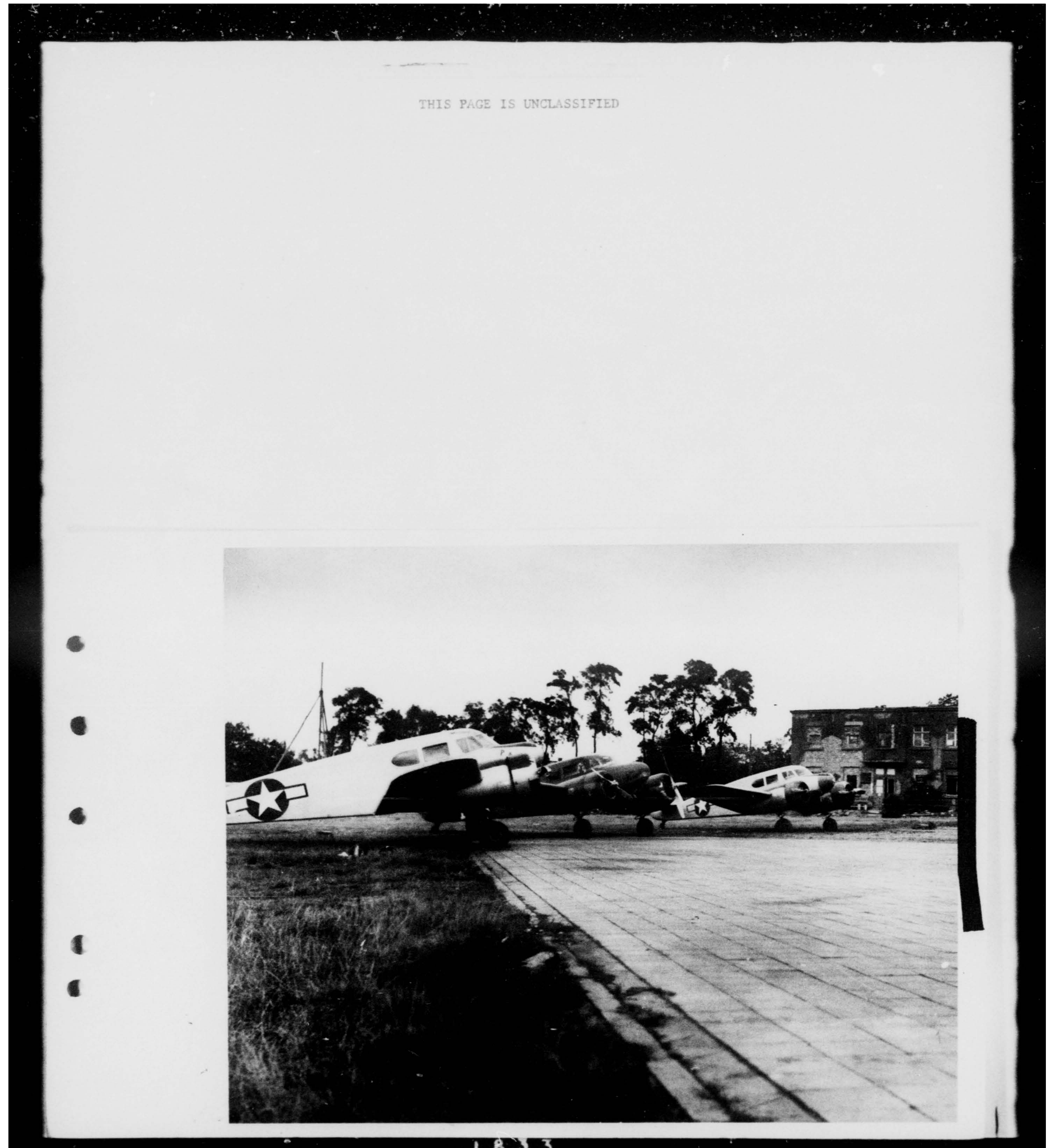
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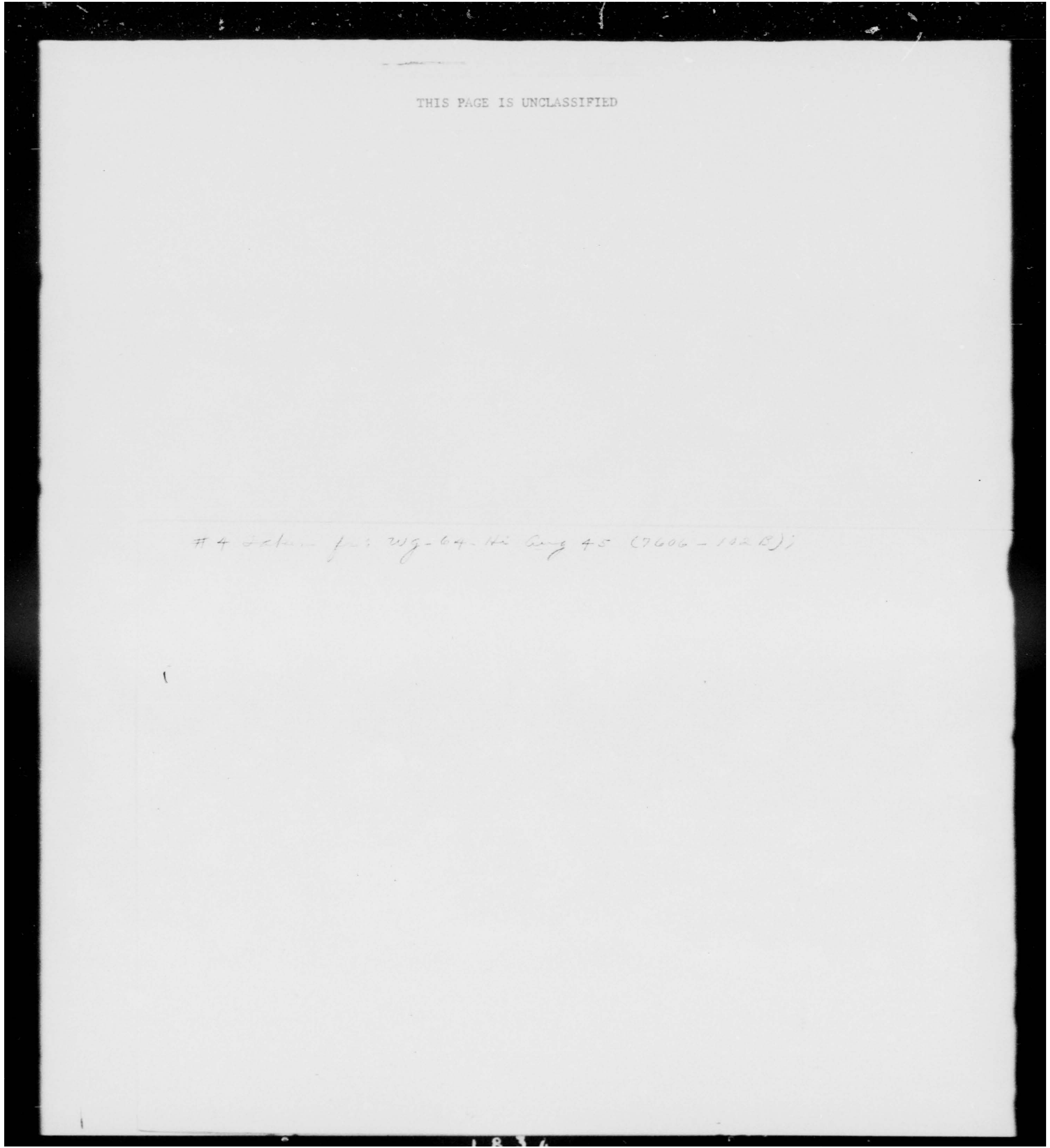

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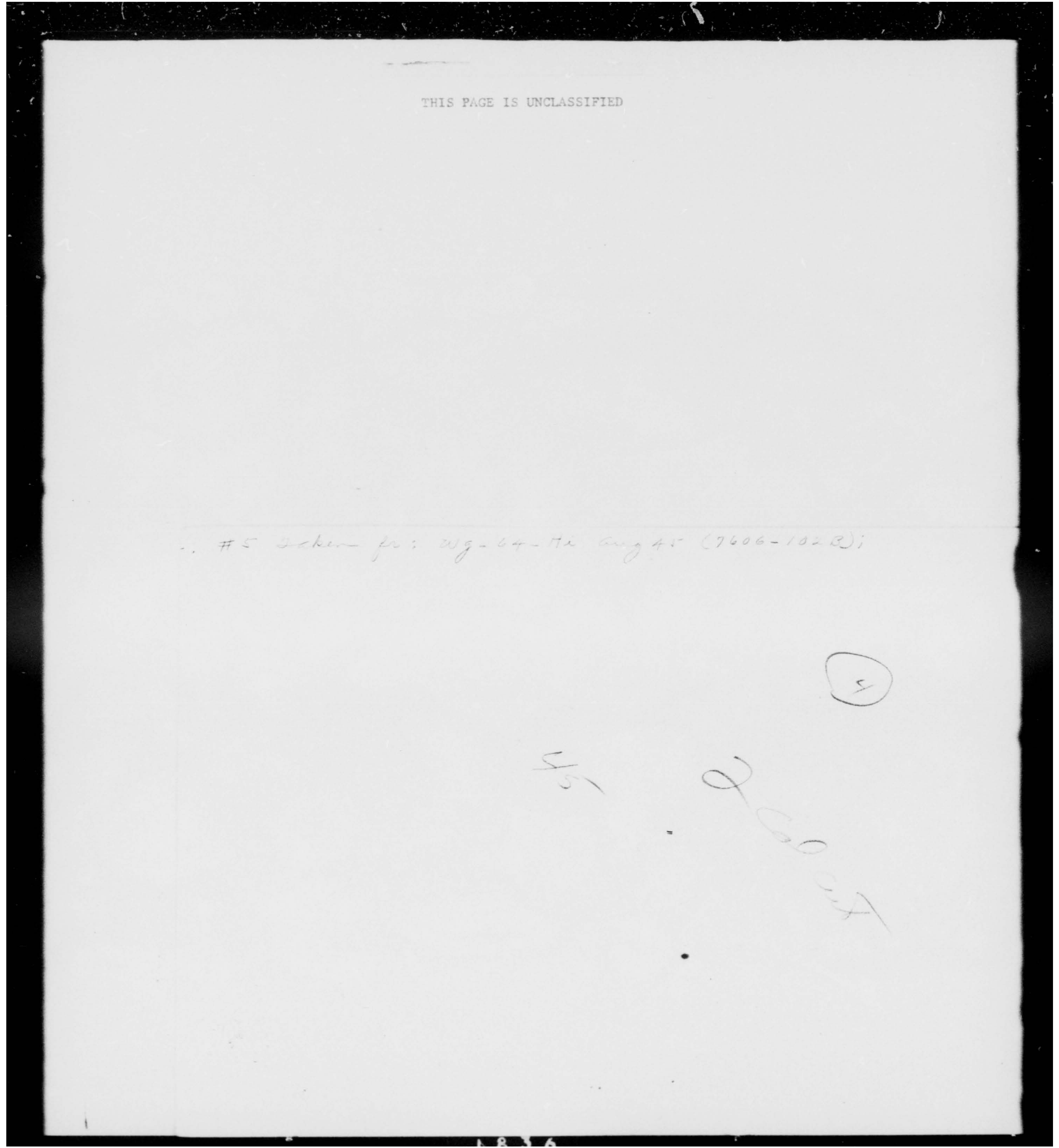

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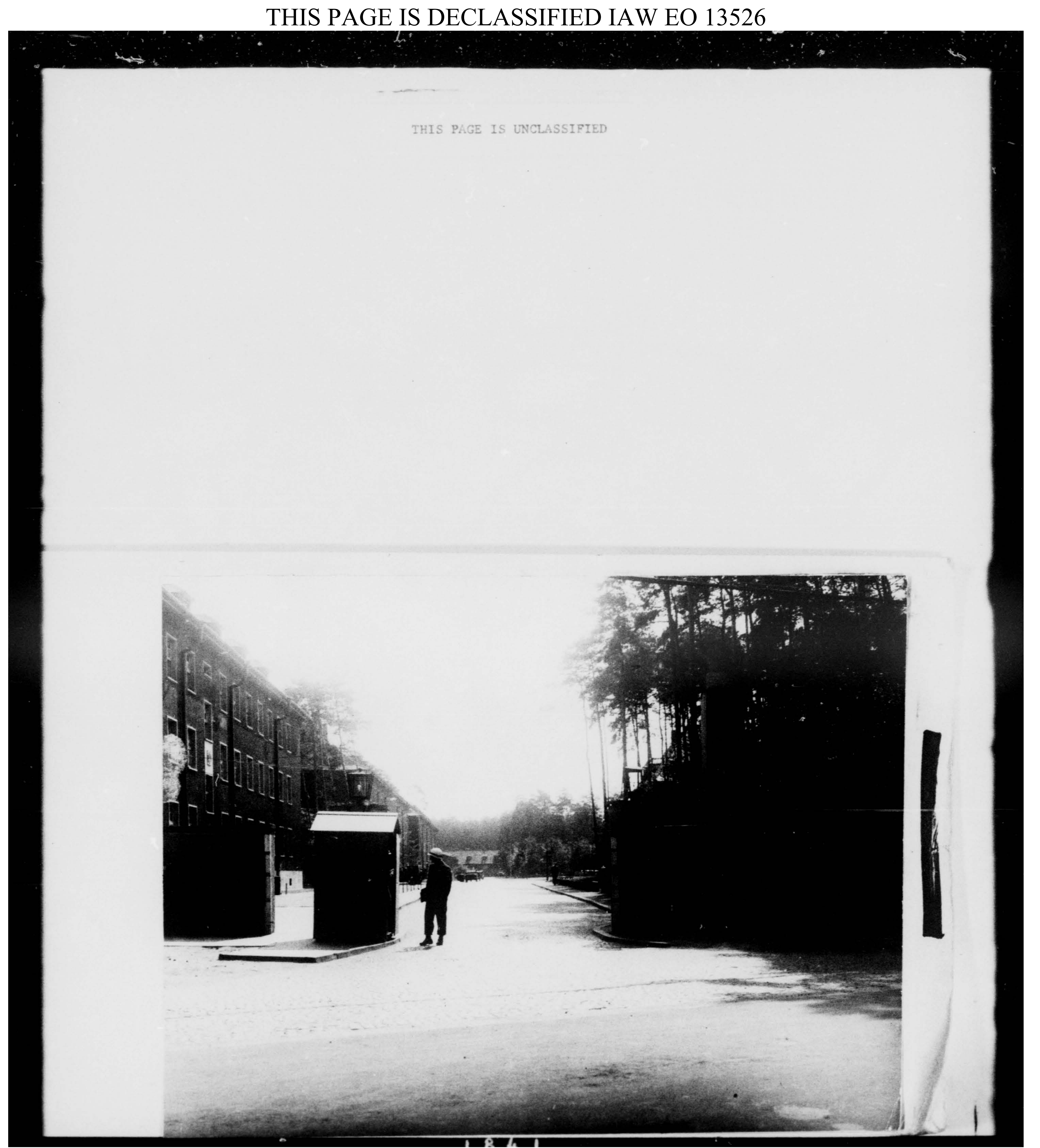
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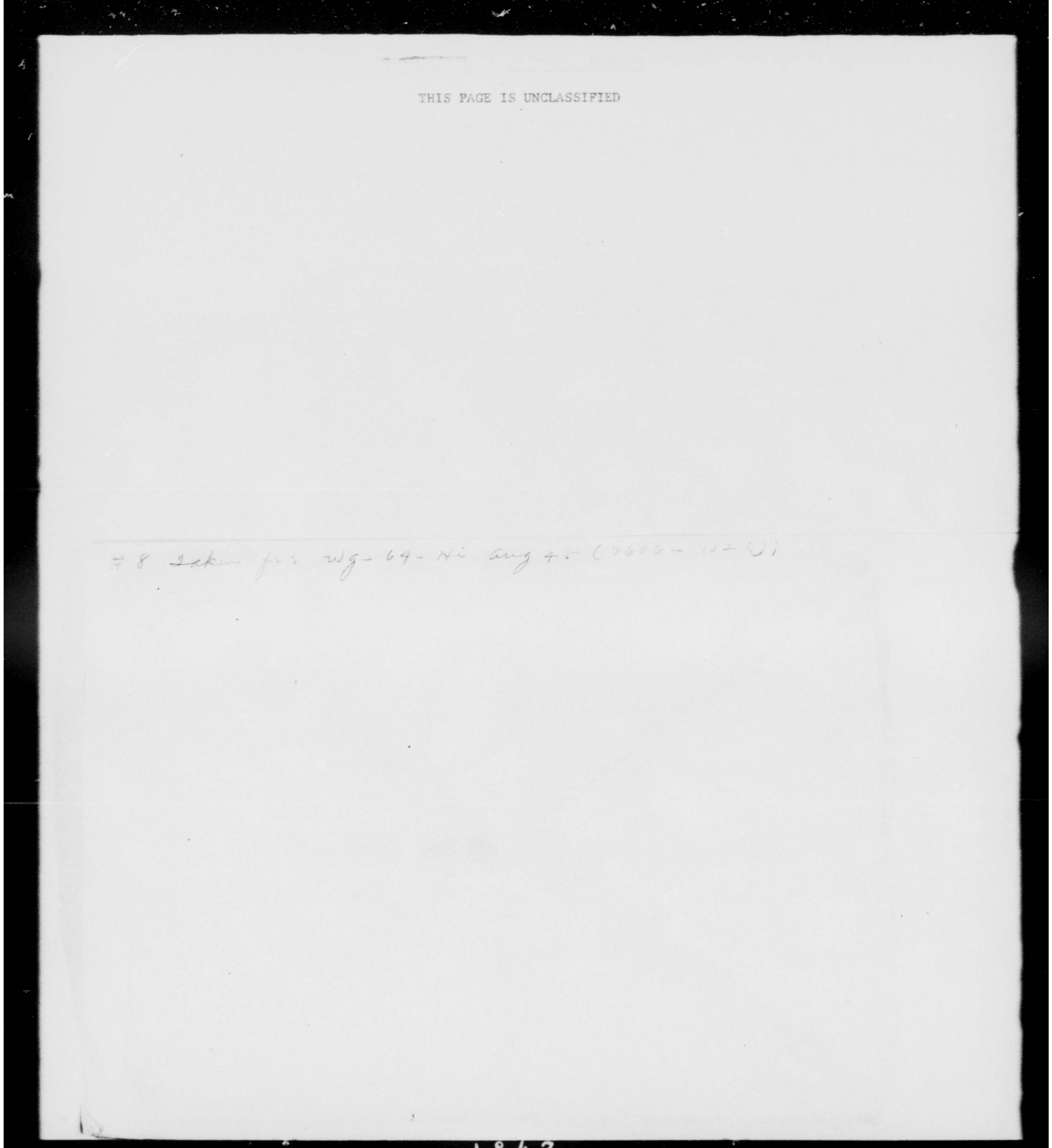
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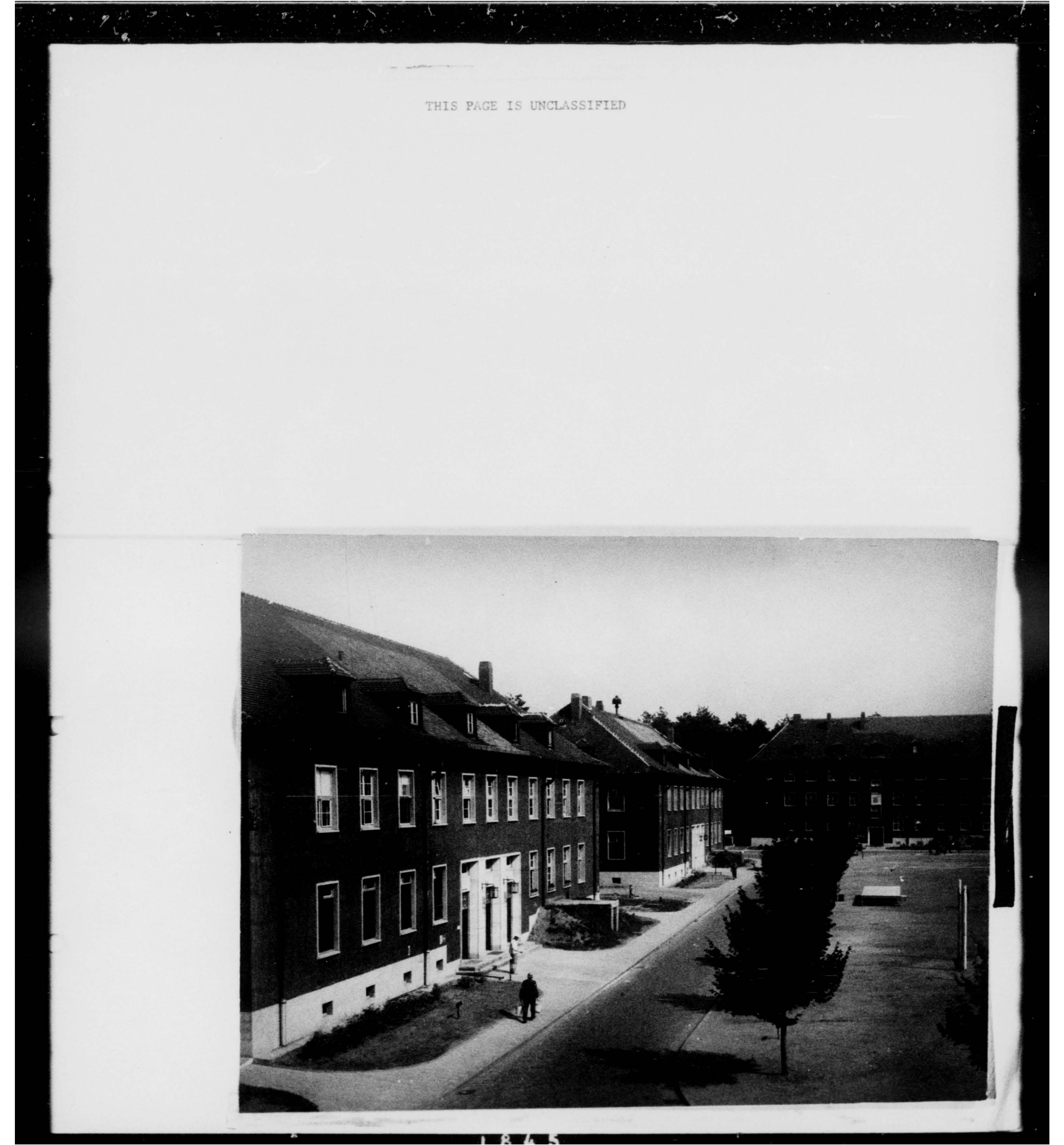


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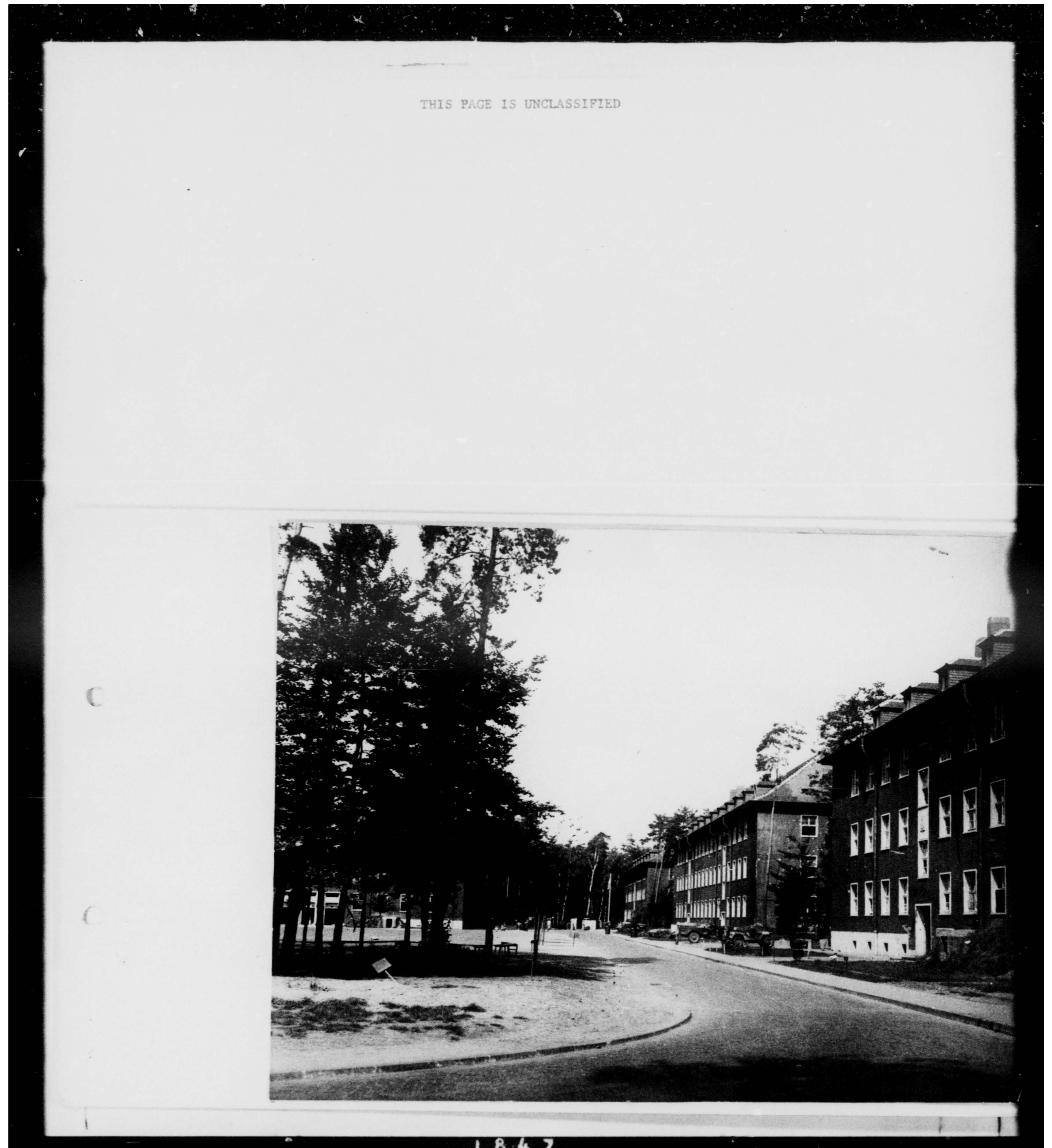
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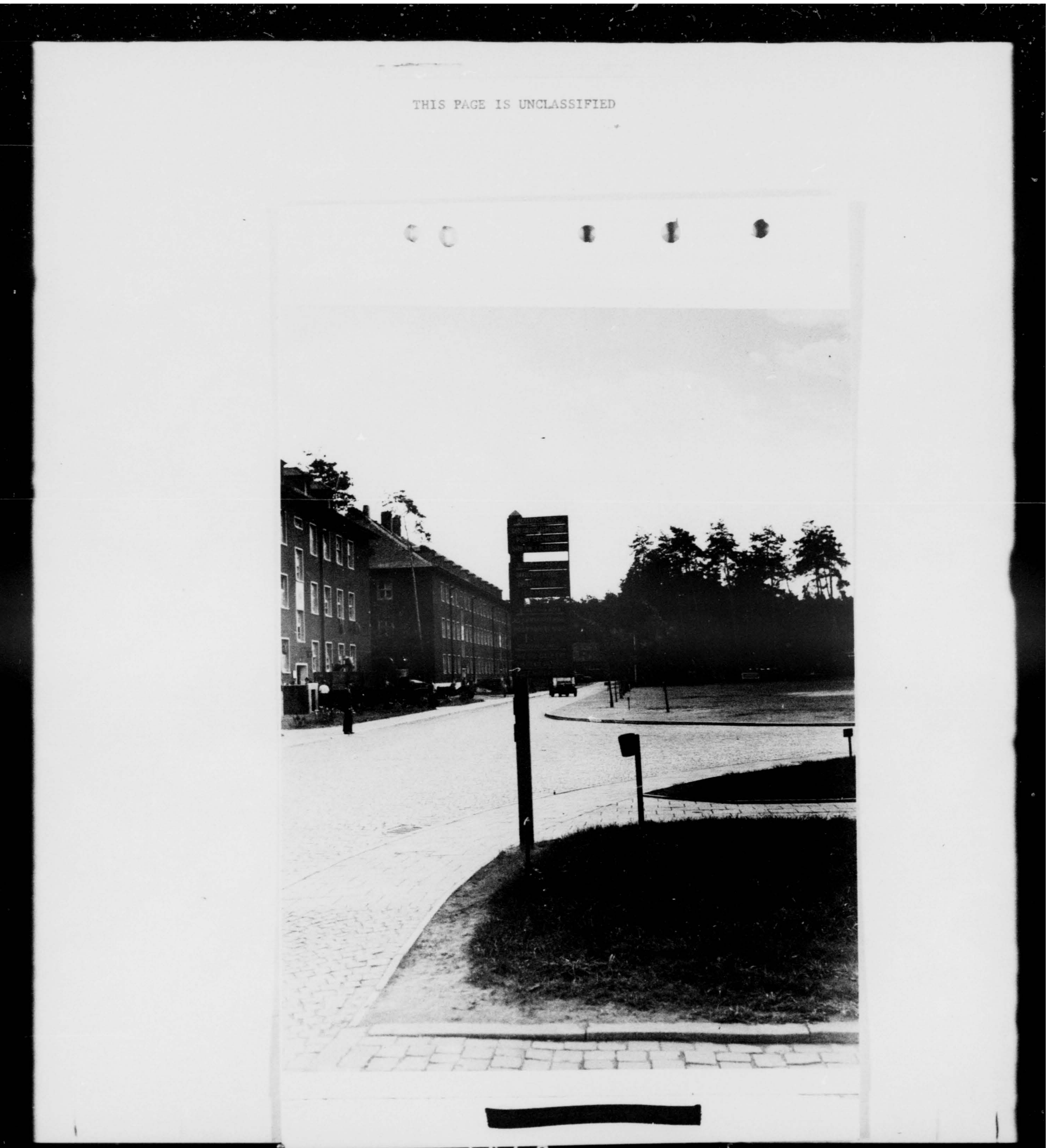
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12 Jahn fr WG-64-Hi Aug 45 (7606-102B);

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8. Pfc Richard Mulligan, 32578756 Hq & Hq Sq 64th Ftr Wg placed on TD not to exceed ten (10) days WP 321st Ftr Con Sq report upon arr to CO thereof for purpose of establishing film library at Y-86. Upon compl of this dy EM will return to proper orgn and sta. EDCMR 7 August 1945. TDN by GMT.

9. The fol named EM Hq & Hq Sq 63rd Ftr Wg are trfd in gr WP Hq & Hq Sq 71st Ftr Wg reporting upon arr to CO thereof for dy. PCS. EDCMR 8 August 1945. TDN by GMT and/or mil acft atzd. (Auth: XII TAC TWX C-1221, 3 August 1945).

Cpl Sam B. Stearns, 14108113 (826) 86Q
Pfc Fred H. Hansen 20625564 (345) 115Q
Pfc Frank Bueno, 38076131 (522)104Q

10. The fol temp promotions of EM Hq & Hq Sq 64th Ftr Wg are announced, eff this date:

	Promoted To
S/Sgt George A Shaughnessy, 31048093	T/Sgt
Sgt Richard R. Bauman, 16019437	S/Sgt
Sgt Ivar D. Johnson, 16044031	S/Sgt
Sgt John A. McCleary, 36319139	S/Sgt
Sgt Arthur G. Nichols, 31077943	S/Sgt
Cpl Everett A. Ceruti, 31204452	Sgt
Cpl Thomas C. Corbin, 35476676	Sgt
CPl Bernard A. Faley, 12184726	Sgt
Cpl Harold H. Kalker, 35465110	Sgt
Cpl Leo H. Gullen, 32634059	Sgt
Cpl Charles E. Stringham, 36173046	Sgt
T/5 Joseph H. McDermott, 32544678	Sgt

11. Captain Frank A. Taylor, 0570486, AC, this Hq is aptd Ass't Adjutant, this Hq, eff this date.

12. Captain Frank A. Taylor, 0570486, AC, this Hq is in add to his other duties, aptd Ass't Top Secret Control Officer, eff this date.

13. 1st Lt Orrin P. Caldwell, 01635663, SC, this Hq is ap Ass't Adjutant, this Hq, eff 7 August 1945.

14. 1st Lt Orrip P. Caldwell, 01635663, SC, this Hq is in add to his other duties aptd Records Disposal Officer, eff 7 August 1945.

15. The fol temp promotions of EM Hq & Hq Sq 64th Fighter Wing is announced, effective this date:

	Promoted To
S/Sgt Philip Schwartz, 32236523	T/Sgt
Sgt George J. Firkal, 33014233	S/Sgt

R E S T R I C T E D

HEADQUARTERS 64TH FIGHTER WING
Office of the Commanding General
APO #374

SPECIAL ORDERS)   6 August 1945.
                        C O N S O L I D A T E D
NUMBER   160)

1. Captain William O. Pointer, 0564052 (2120) Hq 63rd Ft Wg is placed on TD not to exceed seven (7) days WP Hq XII Tactical Air Command reporting upon arr to CG thereof for dy. Upon compl o this dy O will return to proper orgn and sta. EDCMR 6 August 194 TDN by GMT and/or mil A/C. (Auth: XII TAC TWX C-1309).

2. T/Sgt Donald J. Davis, 36022146, (826) 65 Hq 63rd Ft Wg is trfd in gr WP Hq & Hq Sq IX Tactical Air Command reporting u arr to CO thereof for dy. PCS. EDCMR 6 August 1945. TDN by GMT. (Auth: XII TAC TWX C-1154 and VOCG Ninth AF 2 August 1945).

3. So much of Par 3 SO 151 this Hq dtd 28 July 1945 as re "13th Photo Tech Unit" is amended to read: "13th Photo Intelligence Detachment".

4. Not published in Consolidated form (pertains to return to ZI of certain Officers, this Command).

5. WOJG James F. Ratliff, W2127291 USA, (0110) 562nd Sig AW Bn is placed on TD WP Hq XII Tactical Air Command reporting upon arr to CG thereof for dy. Upon compl of this dy O will return to proper orgn and sta. EDCMR 7 August 1945. TDN by GMT. (Auth: TWX XII TAC C-1313, dtd 4 Aug 1945).

6. The 309th Sig Co Wg is atchd to 346th Sig Co Wg for operations only, eff this date.

7. The fol named O and EM orgns indicated are placed on T WP Hq XII Tactical Air Command reporting upon arr to CG thereof for dy. Upon compl of this dy personnel will return to proper orgn and sta. EDCMR 8 August 1945. TDN by GMT or mil acft. (Auth: VOCG XII Tactical Air Command, 6 August 1945).

HEADQUARTERS 64TH FIGHTER WING

Captain Walter L. Hahn, 0650223 (6402)
S/Sgt William E. Hardin, 15048074 (405)
Cpl John J. Catino, 12162841 (405)
Cpl Lawrence H. Clark, 39202394 (405)

HEADQUARTERS 63RD FIGHTER WING

S/Sgt Pecobis Impostato, 38197761 (502)
Cpl Hector J. Desoiza, 32718815 (405)
Pfc Robert A. Fernandez, 42049952 (405)

SO 160 Hq 64 FW d [illegible] Aug 45 Cont'd.

BY ORDER OF COLONEL [illegible]

OFFICIAL:

C. M. [illegible],
Captain, Air Corps,
Adjutant.

C. M. [illegible] (signature)
C. M. [illegible],
Captain, Air Corps,
Adjutant.

R E S T R I C T E D

HEADQUARTERS 64TH FIGHTER WING
Office of the Commanding General
APO #374

SPECIAL ORDERS)
NUMBER 165)

C O N S O L I D A T E D

11 August 1945.

1. Pfc John D Modrijan, 36201444, (405) 900 562nd Sig AW Bn is trfd in gr WP 385th Sig Serv Co Avn reporting upon arr to CO thereof for dy. EDCMR 11 August 1945. TDN by GMT. (Auth: VOCG XII TAC)

2. So much of Par 3 SO 159 this Hq dtd 5 Aug 45 as pertains to trf of certain EM 385th Sig Serv Co Avn to indicated orgns, the fol is deleted:

86TH FIGHTER GROUP
Pvt Alvis L. Bailey, 14079850 (590) 70D

3. Pfc Leon E Stone, 37409523, (345) 591, Hq & Hq Sq 64th Ftr Wg is trfd in gr WP 927th Sig Bn (Sep) TAC reporting upon arrival to CO thereof for dy. EDCMR 12 August 1945. TDN by GMT. (Auth: XII TAC TWX C-1772, 11 Aug 45)

4. Major Raymond P Schaeffer, 0560309, AC, Hq 63rd Ftr Wg is aptd A-4 Officer vice Lt Col Julius Goldstein, 0-914805, AC, this Hq relvd, eff this date.

5. Captain Wallace K. Oldfather, 0560187, AC, this Hq is relvd dy as Ass't Plans & Redeployment Officer and aptd Plans & Redeployment Officer vice Lt Col Julius Goldstein, 0-914805, AC, relvd, eff this date.

6. Lt Col Julius Goldstein, 0-914805, AC, this Hq is aptd Special Operations Officer, eff this date.

7. Cpl Erasmo R Macias, 39548468, (405) 491, Hq & Hq Sq, 64th Ftr Wg is trfd in gr WP 321st Sig Co Wg reporting upon arr to CO thereof for dy. EDCMR 12 August 1945. TDN by GMT. (Auth: VOCG XII TAC, 11 Aug 45)

8. 1st Lt James W Hamer, 0-1634846, SC, Hq 64th Ftr Wg is relvd fr asgmt thereto and is asgd WP Hq & Hq Sq Ninth AF Service Command reporting upon arr to CO thereof for dy. ICG. EDCMR 12 August 1945. TDN by GMT. (Auth: Ltr, Hq 64th Ftr Wg, subj, "Request for Detail in AC", 22 July 1945)

BY ORDER OF COLONEL JACKSON:

C. M. KERANEN,
Captain, Air Corps,
Adjutant.

OFFICIAL:

[signature]
C. M. KERANEN,
Captain, Air Corps,
Adjutant.

R E S T R I C T E D

HEADQUARTERS 64TH FIGHTER WING
Office of the Commanding General
APO #374

SPECIAL ORDERS)
NUMBER 175)

22 August 1945.

E X T R A C T

* * *

7. Capt William E Papp 0483779 (3100) 85?, Hq & Hq Sq 63rd Fighter Wing is aptd Assistant Wing Surgeon, this Hq, eff this date.

* * *

BY ORDER OF COLONEL JACKSON:

R. D. B. MERYWEATHER.
Captain, Air Corps,
Adjutant.

OFFICIAL:

F. A. TAYLOR,
Captain, Air Corps,
Assistant, Adjutant.

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HEADQUARTERS 64TH FIGHTER WING
Office of the Commanding General
APO #374

SPECIAL ORDERS)
NUMBER 182)

E X T R A C T

29 August 1945.

* * *

2. Captain R. D. B. MERYWEATHER, 0569376, AC, this Hq, is aptd Adjutant, this Hq, vice Captain C. M. KERANEN, 02046433, AC, relvd eff this date.

3. Captain R. D. B. MERYWEATHER, 0569376, AC, this Hq, is in add to his other duties, aptd Top Secret Controller, this Hq, vice Captain C. M. KERANEN, 02046433, AC, relvd, eff this date.

* * *

BY ORDER OF COLONEL JACKSON:

R. B. D. MERYWEATHER,
Captain, Air Corps,
Adjutant.

OFFICIAL:

R. B. D. MERYWEATHER,
Captain, Air Corps,
Adjutant.

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R E S T R I C T E D

HEADQUARTERS 64TH FIGHTER WING
Office of the Commanding General
[illegible]

SPECIAL ORDERS)
NUMBER 184)

31 August 1945.

E X T R A C T

1. The fol named EM Hq & Hq Sq 64th Ftr Wg are trfd in gr WA 324th Ftr Gp reporting upon arr to CO thereat for dy. ICS. EDC[illegible] 1 Sept 45. TDN by GMT.

S/Sgt Robert J. Delmonte, 38309667 (805) 31[illegible]
Sgt Robert J. Robinson Jr, 1309[illegible]926 (805) 31[illegible]
Cpl Robert D. Krause, 16115019 (805)31[illegible]

2. F/O Theodore J. Jackson, T123572 (1055) AC, 28[illegible], 324th Ftr Gp is relvd fr asgmt thereto and is asgd WA 79th Ftr Gp reporting upon arr to CO thereof for dy. ICS. EDCMR 1 Sept 45. TDN by GMT and/or mil acft atzd. (Auth: Ltr, subj, "Request for Duty with O.[illegible] and 4th Ind thereto, Hq XII TAC, file 201, dtd 27 Aug 45).

3. Major Donald Wilder, 0901513, AC, Hq 64th Ftr Wg is aptd A-2 Officer, this Hq, primary dy and Act'g I&C Officer, add dy, to cope with such problems as may arise of Civilian Labor, eff this date.

4. Captain Michael Stefanchick, 015913311, AC 83[illegible] (2120) Hq & Hq Sq 64th Ftr Wg is relvd fr asgmt thereto and is asgd Hq & Hq S[illegible] 63rd Ftr Wg and is further placed on TD for an indefinite period w/ Hq & Hq Sq 64th Ftr Wg. EDCMR 1 Sept 45.

* * *

BY ORDER OF COLONEL JACKSON:

R. D. B. MERYWEATHER,
Captain, Air Corps,
Adjutant.

OFFICIAL:

[signature]

R. D. B. MERYWEATHER,
Captain, Air Corps,
Adjutant.

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HEADQUARTERS 64TH FIGHTER WING P-0-2
Office of the Commanding General
APO 374

1 September 1945.

319.26/1B

SUBJECT: Station List of 64th Fighter Wing.

TO : See Distribution.

1. The attached station list of 64th Fighter Wing units is compiled from the most recent information available at this Headquarters as of 31 August 1945.

2. This list is prepared in two sections:

a. Section I is a numerical listing of all organizations and detachments.

b. Section II arranges these units by geographical locations and grid coordinates.

3. Previous station lists, this Headquarters, will be destroyed, and any errors to this station list will be reported to this Headquarters for correction.

BY ORDER OF COLONEL JACKSON:

R.D.B. MERYWEATHER,
Captain, Air Corps,
Adjutant.

1 Incl:
Incl 1 - Station List

SPECIAL DISTRIBUTION:
3 CG, Ninth AF
10 CG, XII TAC
1 CO, 64 Ftr Wg
1 C/S, 64 Ftr Wg
1 All Staff Sections
5 Redeployment
2 A-1 Redeployment
5 CO, 63 Ftr Wg
10 Each Group & Battalion
2 Each Squadron, Company & Separate Sqdn
2 Each Separate Unit
2 Stat Control Unit
1 Msg Ctr
1 Mail Clerk

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1858

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SECTION I

STATION LIST

UNITS ASSIGNED.....................64TH FIGHTER WING

UNIT	STATION (NEAREST AIRFIELD)
#2 Casual Det (Increment of 53 SAW Bn)	DORNHEIM (Y-76)
2nd Tac Air Comm Sq	DARMSTADT (Y-76)
5th Historical Unit	DARMSTADT (Y-76)
8th Tac Air Comm Sq	FRITZLAR (Y-86)
13th Photo Intel Det	SANDHOFEN (Y-79)
18th Photo Tech Unit	SANDHOFEN (Y-79)
22nd Fighter Sq, 36 F/Gp	KASSEL/ROTHWESTERN (R-12)
23rd Fighter Sq, 36 F/Gp	KASSEL/ROTHWESTERN (R-12)
27th Fighter Gp, Hq	ECHTERDINGEN (R-50)
36th Fighter Gp, Hq	KASSEL/ROTHWESTERN (R-12)
53rd Fighter Sq, 36 F/Gp	KASSEL/ROTHWESTERN (R-12)
62nd Army Postal Unit	DARMSTADT (Y-76)
63rd Fighter Wing, Hq Sq	DARMSTADT (Y-76)
64th Fighter Wing, Hq Sq	DARMSTADT (Y-76)
86th Fighter Gp, Hq	BRAUNSHARDT (Y-72)
155th Photo Ren Sq (N)	KASSEL/ROTHWESTERN (R-12)
156th Army Postal Unit	ECHTERDINGEN (R-50)
160th Tac Ren Sq, 363 R/Gp	ESCHWEGE (R-11)
309th Signal Co Wing	DARMSTADT (Y-76)
314th Fighter Sq, 324 F/Gp	ECHTERDINGEN (R-50)
315th Fighter Sq, 324 F/Gp	ECHTERDINGEN (R-50)
316th Fighter Sq, 324 F/Gp	ECHTERDINGEN (R-50)
321st Fighter Control Sq	FRITZLAR (Y-86)
324th Fighter Gp, Hq	ECHTERDINGEN (R-50)
328th Fighter Control Sq	HALL (R-41)
328th Signal Co Wing	FRITZLAR (Y-86)
346th Signal Co Wing	DARMSTADT (Y-76)
363rd Ren Gp, Hq	ESCHWEGE (R-11)
370th Fighter Gp, Hq	FRITZLAR (Y-86)
385th Signal Serv Co Avn	DARMSTADT (Y-76)
401st Fighter Sq, 370 F/Gp	FRITZLAR (y-86)

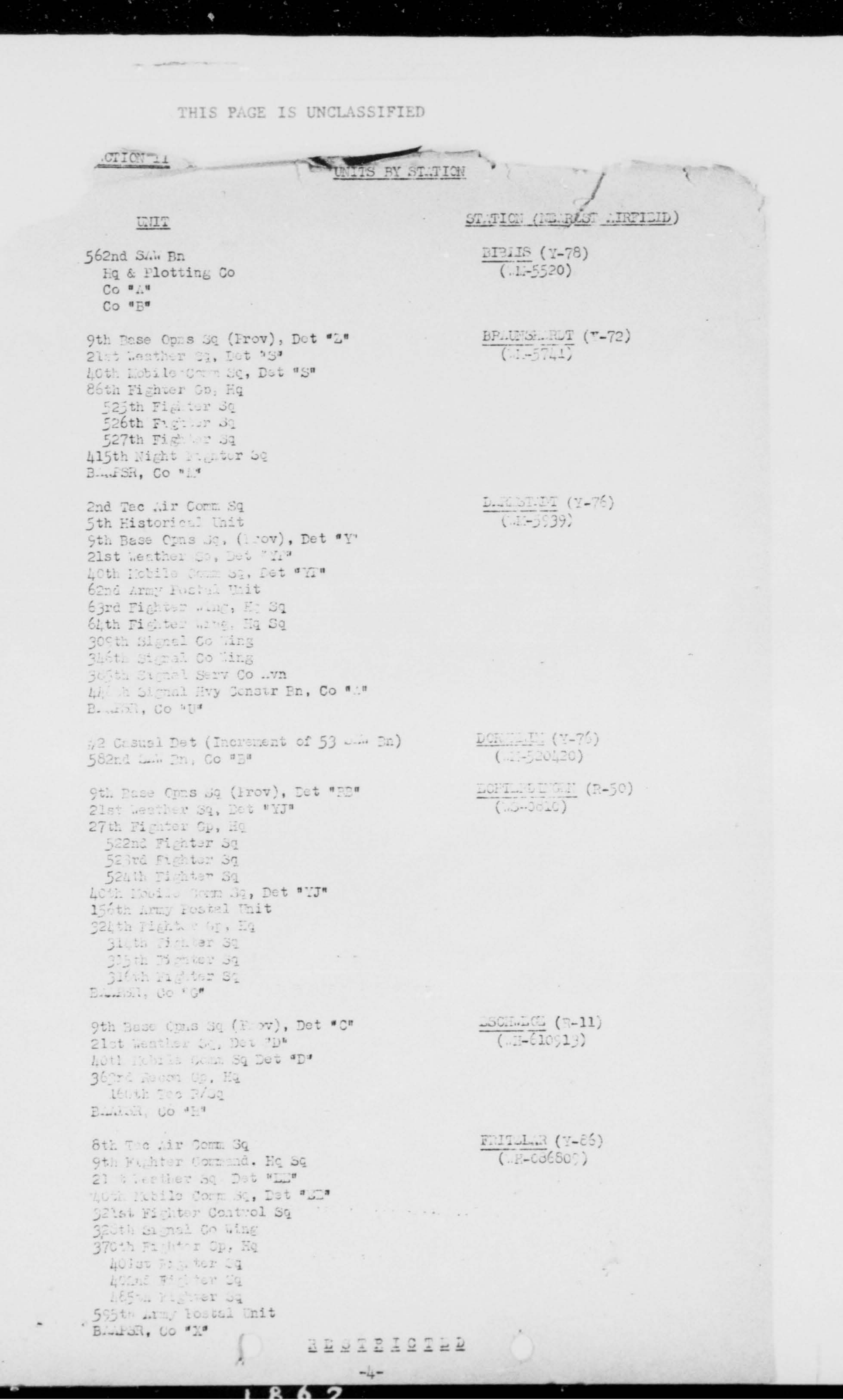
UNIT	STATION (NEAREST AIRFIELD)
402nd Fighter Sq, 370 F/Gp	FRITZLAR (Y-86)
406th Fighter Gp, Hq,	NORDHOLZ (R-56)
415th Night Fighter Sq	BRAUNSHARDT (Y-72)
417th Night Fighter Sq	KASSEL/ROTHWESTERN (R-12)
485th Fighter Sq, 370 F/Gp	FRITZLAR (Y-86)
512th Fighter Sq, 406 F/Gp	NORDHOLZ (R-56)
513th Fighter Sq, 406 F/Gp	NORDHOLZ (R-56)
514th Fighter Sq, 406 F/Gp	NORDHOLZ (R-56)
522 Fighter Sq, 27 F/Gp	ECHTERDINGEN (R-50)
523 Fighter Sq, 27 F/Gp	ECHTERDINGEN (R-50)
524 Fighter Sq, 27 F/Gp	ECHTERDINGEN (R-50)
525 Fighter Sq, 86 F/Gp	BRAUNSHARDT (Y-72)
526 Fighter Sq, 86 F/Gp	BRAUNSHARDT (Y-72)
527 Fighter Sq, 86 F/Gp	BRAUNSHARDT (Y-72)
562nd SAW Bn	BIBLIS (Y-78)
564th SAW Bn	RUDESHEIM (Y-80)
573rd SAW Bn	LANGEN (Y-72)
582nd SAW Bn	HALL (R-41)
595th Army Postal Unit	FRITZLAR (Y-86)
Co "G", BAAPSR, 324 F/Gp	ECHTERDINGEN (R-50)
Co "H", BAAPSR, 363 R/Gp	ESCHWEGE (R-11)
Co "I", BAAPSR, 36 F/Gp	KASSEL/ROTHWESTERN (R-12)
Co "M", BAAPSR, 86 F/Gp	BRAUNSHARDT (Y-72)
Co "U", BAAPSR, Hq, 64 F/Wg	DARMSTADT,(Y-76)
Co "V", BAAPSR, 406 F/Gp	NORDHOLZ (R-56)
Co "X", BAAPSR, 370 F/Gp	FRITZLAR (Y-86)

RESTRICTED

UNITS ATTACHED.....................64TH FIGHTER WING

UNIT (FURTHER ATTACHMENT)	STATION (NEAREST AIRFIELD)
9th Fighter Command, Hq Sq (370 F/Gp)	FRITZLAR (Y-86)
9th Base Opns Sq (Prov)	
Det "C" (363 R/Gp)	ESCHWEGE (R-11)
Det "J" (406 F/Gp)	NORDHOLZ (R-56)
Det "I" (36 F/Gp)	KASSEL/ROTHWESTERN (R-12)
Det "Y" (Hq 64 F/Wg)	DARMSTADT (Y-76)
Det "Z" (86 F/Gp)	BRAUNSHARDT (Y-72)
Det "BB" (324 F/Gp)	LCHTENDINGEN (R-50)
21st Weather Sq	
Det "D" (363 R/Gp)	ESCHWEGE (R-11)
Det "S" (86 F/Gp)	BRAUNSHARDT (Y-72)
Det "EE" (370 F/Gp)	FRITZLAR (Y-86)
Det "YJ" (324 F/Gp)	LCHTENDINGEN (R-50)
Det "YP" (Hq, 64 F/Wg)	DARMSTADT (Y-76)
Det "ZJ" (406 F/Gp)	NORDHOLZ (R-56)
Det "ZK" (36 F/Gp)	KASSEL/ROTHWESTERN (R-12)
40th Mobile Comm Sq	
Det "D" (363 R/Gp)	ESCHWEGE (R-11)
Det "S" (86 F/Gp)	BRAUNSHARDT (Y-72)
Det "EE" (370 F/Gp)	FRITZLAR (Y-86)
Det "YJ" (324 F/Gp)	LCHTENDINGEN (R-50)
Det "YP" (Hq, 64 F/Wg)	DARMSTADT (Y-76)
Det "ZJ" (406 F/Gp)	NORDHOLZ (R-56)
Det "ZK" (36 F/Gp)	KASSEL/ROTHWESTERN (R-12)
446 Signal Hvy Constr Bn, Co "A" (Hq, 64 F/Wg)	DARMSTADT (Y-76)
555th SAW Bn, Co "A" (Hq, 64 F/Wg)	KASSEL/ROTHWESTERN (R-12)

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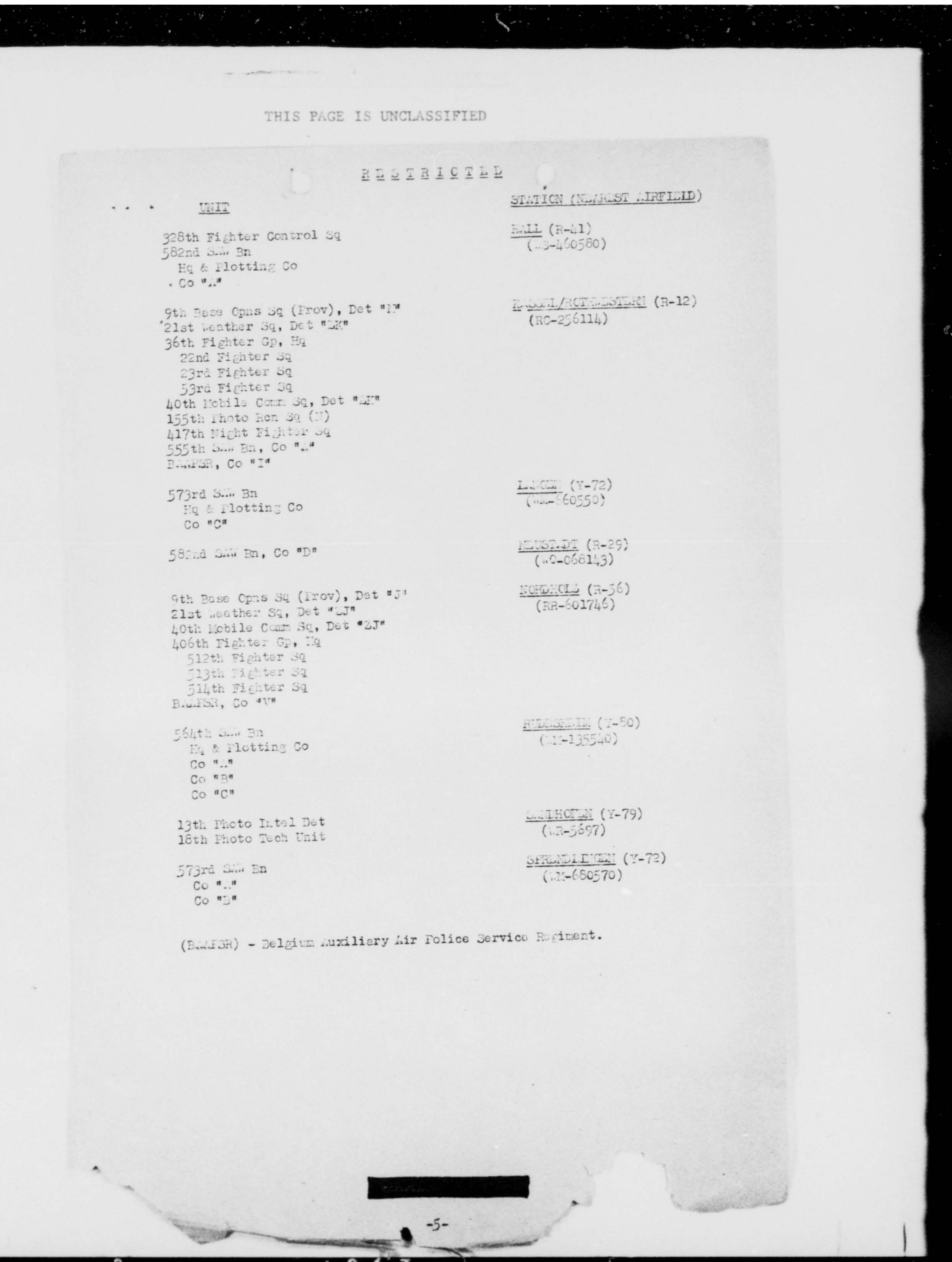


SECTION II

UNITS BY STATION

UNIT	STATION (NEAREST AIRFIELD)
562nd SAW Bn	BIBLIS (Y-78)
Hq & Plotting Co	(MM-5520)
Co "A"	
Co "B"	
9th Base Opns Sq (Prov), Det "Z"	BRAUNSHARDT (Y-72)
21st Weather Sq, Det "S"	(MM-5741)
40th Mobile Comm Sq, Det "S"	
86th Fighter Gp, Hq	
525th Fighter Sq	
526th Fighter Sq	
527th Fighter Sq	
415th Night Fighter Sq	
BAADSR, Co "M"	
2nd Tac Air Comm Sq	DARMSTADT (Y-76)
5th Historical Unit	(MM-5939)
9th Base Opns Sq, (Prov), Det "Y"	
21st Weather Sq, Det "YF"	
40th Mobile Comm Sq, Det "YF"	
62nd Army Postal Unit	
63rd Fighter Wing, Hq Sq	
64th Fighter Wing, Hq Sq	
309th Signal Co Wing	
346th Signal Co Wing	
365th Signal Serv Co Avn	
44[illegible]th Signal Hvy Constr Bn, Co "A"	
BAADSR, Co "U"	
#2 Casual Det (Increment of 53 SAW Bn)	DORNHEIM (Y-76)
582nd SAW Bn, Co "B"	(MM-520420)
9th Base Opns Sq (Prov), Det "RB"	ECHTERDINGEN (R-50)
21st Weather Sq, Det "YJ"	(MS-0810)
27th Fighter Gp, Hq	
522nd Fighter Sq	
523rd Fighter Sq	
524th Fighter Sq	
40th Mobile Comm Sq, Det "YJ"	
156th Army Postal Unit	
324th Fighter Gp, Hq	
314th Fighter Sq	
315th Fighter Sq	
316th Fighter Sq	
BAADSR, Co "G"	
9th Base Opns Sq (Prov), Det "C"	ESCHWEGE (R-11)
21st Weather Sq, Det "D"	(NB-610913)
40th Mobile Comm Sq Det "D"	
363rd Recon Gp, Hq	
160th Tac R/Sq	
BAADSR, Co "H"	
8th Tac Air Comm Sq	FRITZLAR (Y-86)
9th Fighter Command. Hq Sq	(NB-036809)
21st Weather Sq, Det "LL"	
40th Mobile Comm Sq, Det "LL"	
321st Fighter Control Sq	
326th Signal Co Wing	
370th Fighter Gp, Hq	
401st Fighter Sq	
402nd Fighter Sq	
485th Fighter Sq	
595th Army Postal Unit	
BAADSR, Co "X"	

R E S T R I C T E D



UNIT	STATION (NEAREST AIRFIELD)
328th Fighter Control Sq 582nd SAW Bn Hq & Plotting Co Co "A"	HALL (R-41) ([illegible]S-460580)
9th Base Opns Sq (Prov), Det "M" 21st Weather Sq, Det "LK" 36th Fighter Gp, Hq 22nd Fighter Sq 23rd Fighter Sq 53rd Fighter Sq 40th Mobile Comm Sq, Det "LK" 155th Photo Rcn Sq (N) 417th Night Fighter Sq 555th SAW Bn, Co "A" BAAPSR, Co "I"	KASSEL/ROTHWESTEN (R-12) (RC-256114)
573rd SAW Bn Hq & Plotting Co Co "C"	LANGEN (Y-72) ([illegible]-660550)
582nd SAW Bn, Co "D"	NEUSTADT (R-29) ([illegible]0-068143)
9th Base Opns Sq (Prov), Det "J" 21st Weather Sq, Det "ZJ" 40th Mobile Comm Sq, Det "ZJ" 406th Fighter Gp, Hq 512th Fighter Sq 513th Fighter Sq 514th Fighter Sq BAAPSR, Co "V"	NORDHOLZ (R-56) (RR-601746)
564th SAW Bn Hq & Plotting Co Co "A" Co "B" Co "C"	RUDESHEIM (Y-80) ([illegible]-135540)
13th Photo Intel Det 18th Photo Tech Unit	SANDHOFEN (Y-79) ([illegible]R-5697)
573rd SAW Bn Co "A" Co "B"	SPRENDLINGEN (Y-72) ([illegible]-680570)

(BAAPSR) - Belgium Auxiliary Air Police Service Regiment.

1863

5th Hist. Unit

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HEADQUARTERS 64TH FIGHTER WING
Office of the Redeployment Officer
APO 374

P-G-2

9 August 1945.

BULLETIN)

NO.....9)

1. As much of par. 3, Bulletin #8 as reads "Detachment"ZD" is amended to read "Detachments "[illegible]".

2. The following is a complete list of units of this Headquarters that have been alerted and availability dates are as follows:

UNIT:	DATE ALERTED:	AVAILABILITY DATE:
82nd Fighter Control Sq	16 July 1945	10 August 1945
2nd Photo Tech Unit	16 July 1945	15 August 1945
9th Photo Tech Unit	Unknown	15 August 1945
33rd Photo Recon Sq	Unknown	15 August 1945
321st Signal Co Wing	16 July 1945	15 August 1945
66th SAW Det (CC)	30 July 1945	18 August 1945
67th SAW Det (CC)	30 July 1945	18 August 1945
363rd Recon Gp, Hq	8 Aug 1945	10 Sept. 1945
160th Tac Recon Sq	8 Aug 1945	10 Sept. 1945
185th Mobile Trg Unit	31 May 1945	Unknown

3. 417th Night Fighter Squadron has completed their move to (R-12) Kassel/Rothwestern.

Julius Goldstein
JULIUS GOLDSTEIN, MKO
Lt Colonel, Air Corps,
Redeployment Officer.

DISTRIBUTION: "D" (Minus [illegible])
Plus
CC
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XII TAC I & R (5 cys)
Msg Ctr

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P-C-2

HEADQUARTERS 64TH FIGHTER WING
Office of the Redeployment Officer
APO 374

18 August 1945.

BULLETIN)

NO....11)

1. Hq & Hq Sq IX Fighter Command is further attached to 370th Fighter Group for administration, rations and quarters, effective 8 August 1945.

2. Following detachments are relieved from attached 64th Fighter Wing and further removed as indicated below, effective 5 August 1945:

DETACHMENT	RELIEVED FROM
Det "V", 21st Weather Sq	324th Fighter Group
Det "V", 40th Mobile Comm Sq	50th Fighter Group
Det "ZF", 21st Weather Sq	[illegible] Fighter Group
Det "ZF", 40th Mobile Comm Sq	27th Fighter Group

3. 18[illegible]th Mobile Training Unit arrived in the Staging Area 16 August 1945 and was relieved from attachment 64th Fighter Wing.

4. 2nd Photo Tech Unit and 321st Signal Co Wing arrived in the Assembly Area 17 August 1945 and were relieved from assignment 64th Fighter Wing.

5. 66th SAW Det (CC), 67th SAW Det (CC), and 9th Photo Tech Unit to arrive in the Assembly Area 18 August 1945 and upon arrival will be relieved from assignment 64th Fighter Wing.

WALLACE K. C[illegible],
Captain, Air Corps,
Redeployment Officer.

DISTRIBUTION: "C" (minus BB)
Plus
CG
C/S
XII TAC P & R (5 cys)
Msg Ctr

[illegible]D

R E S T R I C T E D

HEADQUARTERS 64TH FIGHTER WING
Office of the Redeployment Officer
APO 374

P-C-2

22 August 1945.

BULLETIN)

NO....12)

1. Location of #2 Casual Detachment is now at Dornheim.

2. The shipment for Hq 363rd Recon Group and 160th Tac Recon Squadron has been cancelled. These units had been scheduled to move on 5 September 1945 from home station to Assembly Area Command.

3. 27th Fighter Group and 156th Army Postal Unit are moving from Sandhofen (Y-79) to Echterdingen (R-50). Units should be in operation at new station o/a 25 August 1945.

4. 573rd SAW Bn is moving from Biblis (Y-78) to Langen (WM-660550) o/a 23 August 1945.

5. 5th Historical Unit is moving from Fritzler (Y-86) to Darmstadt (Grandstand Barracks) o/a 22 August 1945.

6. 33rd Photo Recon Squadron to arrive in the Assembly Area 22 August 1945 and will be relieved from assignment 64th Fighter Wing.

Wallace K. Oldfather
WALLACE K. OLDFATHER,
Captain, Air Corps,
Redeployment Officer.

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C/S
XII TAC (P&R)-5 cys
Msg Ctr

R E S T R I C T E D

P-0-2

HEADQUARTERS 64TH FIGHTER WING
Office of the Redeployment Officer
APO 374

29 August 1945.

BULLETIN)

NO....13)

1. 328th Signal Co Wing assigned 64th Fighter Wing effective 27 July 1945, by Assignment and Attachment Order #1, Hq XII TAC, dated 22 August 1945.

2. Effective 8 August 1945, the following detachments are attached 64th Fighter Wing and further attached as follows:

DETACHMENT:	ATTACHED TO:
Det "EE", 21st Weather Sq	Hq, 370th Fighter Gp
Det "EE", 40th Mobile Comm Sq	Hq, 370th Fighter Gp

3. Effective 17 August 1945, Co "A", 446th Sig Const Bn (H). attached to Hq, 64th Fighter Wing. Unit located at Darmstadt.

4. 202nd Medical Disp (Avn) is moving to Erlangen o/a 1 September 1945, and will be assigned to IX Air Force Service Command upon arrival.

5. Information has been received from Ninth AF that new Assembly Area calls are expected soon for Hq 363rd Recon Gp and 160th Tac Rcn Sq.

6. 5th Historical Unit has arrived at Darmstadt (Grandstand Barracks).

WALLACE K. OLDFATHER,
Captain, Air Corps,
Redeployment Officer.

DISTRIBUTION: "C" (minus BR)

Historian 98

HEADQUARTERS
64TH FIGHTER WING

APO 374 U.S. Army
15 August 1945

STANDARD OPERATING PROCEDURE

TELEPRINTER PROCEDURE

PART I - GENERAL

1. AUTHORIZED PROCEDURE: Combined teleprinter procedure as outlined in FM 24-8, dated 17 March 1943, as amended and augmented by this SOP, will be used for all teleprinter communication within this Command.

PART II - OPERATING PROCEDURE.

1. STATION SERIAL NUMBERS: Station serial numbers will be used for the purpose of accounting within the message center. This number will be in the first line of the heading. Messages, regardless of station to which sent, will be numbered consecutively beginning with the number 1 during each 24 hour period from 0001 to 2400 hours. Station-to-station serial numbers will not be used.

2. RECEIPTS: Receipts for messages will consist of: the call sign of the receipting station, the letter "R", the number of the message, date time group (with zone suffix letter), and the operator's personal sign. These will be recorded in the above order.

3. CHECKING: All messages will be thoroughly checked by operators for correct reception and transmission. All messages sent by tape must have printer copy checked against original message.

4. ANSWERING OF CALLS: Operators and switchboard operators will answer all calls expeditiously.

5. OPERATIONAL COURTESY: Operators will be courteous and considerate. Operational courtesy and consideration facilitate the handling of traffic. Operational difficulties will be reported to the chief operator on duty.

6. REPERFORATOR PROCEDURE: When it is desirable that the message be recorded on tape for relay or retransmission, stations equipped with reperforators will be called using the letters "PERF" after the station call sign. This will notify the switchboard operator to terminate the call in a machine equipped with a reperforator, or in a reperforator and printer.

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If a machine with a reperforator is not immediately available, the lines will not be held pending the availability of such a machine. It is the prerogative of the originating stations in such cases to either call back later or transmit to a standard machine, depending upon the urgency of the message. The transmitting operator, upon receiving a "K" from the switchboard operator on a "PERF" call, will also advise the receiving local operator that the message is a "PERF" call, and will await an answering "K" before beginning the transmission. "PERF" will not be used in the message heading.

7. DISCONNECTING: Upon completion of transmissions, the calling operator recalls the switchboard operator with a five second break signal, receives the switchboard operator's challenge (call sign followed by "K") and immediately sends the letters "CLR" as a clearing signal. The switchboard operator then removes all patching cords from the connection in reverse sequence. Each station operator waits ten seconds after receiving the clearing signal, and then stops his machine by striking the "STOP" key.

8. INSPECTIONS: The officer in charge of a teletype station and/or switchboard will make frequent inspections of operators procedure in order to discourage and eliminate bad operating practices.

9. TRAFFIC DIAGRAMS: Teletype traffic diagrams will be furnished this headquarters by immediate subordinate units at intervals as designated by this headquarters.

10. RELAY OF MESSAGES: Whenever multiple address or numerous single address messages are destined for more than one terminal served by a signal center, that signal center will accept the messages for retransmission to the required terminals. Messages addressed to a single terminal of a signal center switchboard should be automatically accepted for relay by the signal center of that terminal switchboard when all lines to the required terminal are engaged. Such messages should not be accepted for relay when a line is free. It is the responsibility of the transmitting station to request proper routing. That is, a direct call is to be requested from a terminal switchboard for a single terminal off its board when only a single transmission is to be made.

PART III - SECURITY.

1. CALL SIGNS: Call signs of any station or switchboard will not be mentioned over the telephone. Reference to any station or switchboard should be done by use of telephone code name and the word "TELETYPE".

2. FM CIRCUITS: No classified traffic will be sent over radio FM circuits in the clear.

3. WIRE CIRCUITS: Restricted traffic may be sent over wire circuits in the clear.

PART IV - TECHNICAL INSTALLATION? OPERATION, AND MAINTENANCE.

1. The installation, operation, and maintenance of teletypewriter switchboards and machines will be in accordance with the war department technical manual on Telegraph Central Office Set TC-3 (TM 11-385), except as amended by this SOP.

By Order of Colonel JACKSON:

HARVEY W. C. SHELTON
Lt Col, Air Corps
Chief of Staff

Dist "C" less XII TAC
Signal (20)

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R E S T R I C T E D

HEADQUARTERS
64TH FIGHTER WING

Historian
181

APO 374, US Army.
15 August 1945.

STANDARD OPERATING PROCEDURE

WIRE SECTION

(Effective 00013 10 August 1945)

1. The Wire Section in the Wing Signal Office includes the Wire Officer, Assistant Wire Officer, one clerk and one draftsman.

2. Enlisted personnel for the Wing are drawn from the Signal Air Warning Battalions assigned or attached to the Wing. When the Wing is called upon to operate both a Forward and Rear Headquarters, operating personnel will be drawn from the above Signal units, and with the Assistant Wire Officer, will remain behind to handle the wire requirements.

3. Personnel for installing long trunk lines and for maintaining these lines are secured from XII Tactical Air Command. These wire teams install and maintain all lines to airfields, Control Center, radars and subordinate units.

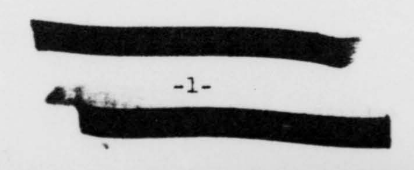
4. All other wiremen at the Wing handle local installations and switching centrals.

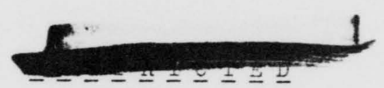
5. The Wire Section is responsible for setting up the Wing with a switchboard large enough to handle Commanding General and Staff, Wing units in immediate area, trunks to other headquarters Control Centers and subordinate units.

6. Wherever practicable, and as soon as possible after the Wing installation has been made, U.G. cable facilities will be used to the utmost advantage. Time permitting, U.G. cable circuits will be used upon initial installations in preference to other types of wire facilities.

7. Where additional switches or test points are needed within the Wing's wire commitments the personnel to man these stations are drawn from the available Signal Battalion wire teams.

8. When carrier equipment is used between any two points within the Wing wire responsibility, personnel to install and maintain the equipment are available in the Signal Air Warning Battalions.





9. STANDARD TELEPHONE DIRECTORY NUMBER ASSIGNMENTS

The following numbers will be used for local telephones in all headquarters as far as is practicable:

TITLE	NO.
Test Board	0
A-1 or S-1	1
A-2 or S-2	2
A-3 or S-3	3
A-4 or S-4	4
Chief of Staff or Executive	5
Commanding General or Officer	6
Adjutant General or Adjutant	7
Ordnance Officer	8
Inspector General or Air Inspector	9
Signal Officer	10
Message Center	11
Crypt Officer	12
Wire Officer	13
Control Tower	14
Engineer Officer	15
Flight Surgeon or Medical Officer	16
Judge Advocate	17
Finance Officer	18
Chaplain	19
Crystal Officer	20
Quartermaster	21
AAA Officer	22
Chemical Officer	23
Ground Liaison Officer	24
Armament Officer	25
Technical Inspector	26
Provost Marshal	27
Radio Station	28
Weather Officer	29
Communications Officer	30
Wire Chief	31
Radar Officer	32
General Utility Phone	33
Filter Officer	34
A-5	35
A-5 (additional)	36
Deputy Chief of Staff	37
Transportation Officer	38
Motor Pool	39
Public Relations	40
Special Service	41
Officers' Mess	42

10. Priority of Installations - The following priority is normally followed when installing circuits in new area:

a. Ops circuits from Wing to airfields.

b. Admin circuits from Wing to airfields.

c. Ops circuits from Control Centers (AEW) to airfields.

d. Control Center to adjacent radar stations.

Local telephones will be given the following priorities of installations:

Priority	Office or Officer
1	A-3
2	Controller

Priority	Office or Officer
3	Commanding General
4	Message Center
5	Signal Center
6	Chief of Staff
7	A-2
8	Air Inspector
9	A-4
10	Radio Station
11	Radar Officer
12	AA Officer

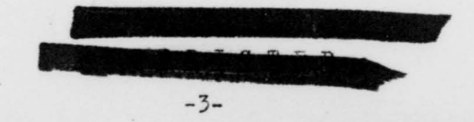
Additional telephones to be installed thereafter as required.

11. General Procedure - The number of circuits installed to the separate units is given with the primary function of each:

UNIT	CIRCUITS
Fighter or Bomber Groups	2 circuits (1 Admin, 1 Ops)
Reconnaissance Squadrons	1 circuit (Admin)
Night Fighter Squadrons	1 circuit (Ops) (Admin through Exch on airfield)
GCI/Col Radar	2 circuits (1 Ops, 1 Control Center)
Flying Control	1 line to nearest Control Center
G.O.R.	Work is coordinated with AAA Units and jointly constructed. The Wing gives all possible help with permanent construction and AAA Unit Supply trails on to G.O.R.'s (1 circuit to each main G.O.R. is installed if possible.
Airfields	When 2 or more Wings or Squadrons are on one airfield, lateral lines are installed between SO and alternate route is provided in case of circuit failure to any individual organization.

12. In order to obtain better telephone service the following should be adhered to:

a. Report all trouble to the Wire Chief.





b. Call Chief Operator for information and complaints about the service.

c. Call Signal Officer for changes, additional telephones and trunk circuits.

d. Only Wire personnel will install and pick up telephones.

e. When an installation is no longer necessary or is to be moved, the Wire Chief should be contacted.

f. Units that have telephone lines to the Wing will not close down until the Signal Officer is informed.

By order of Colonel JACKSON:

HARVEY T. C. SHELTON,
Lt. Col., Air Corps,
Chief of Staff.

DISTRIBUTION "C" less XII T.C,
Signal (20)

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5 Hist

HEADQUARTERS 64TH FIGHTER WING
Office of the Commanding General
APO #374

559

12 August 1945

STANDARD OPERATING PROCEDURE

RADIO PROCEDURE

(HF)

PART I - MISSION:

1. The mission of the Radio Section, 64th Fighter Wing is to provide the point communication between all units of the Wing, and to higher headquarters.

PART II - RESPONSIBILITIES:

1. At OPS there is a designated Radio Officer who will supervise all HF installations. His duties are:

A. Supervise the Radio Nets in the Wing Headquarters.

B. To see that the equipment is installed to obtain the maximum advantages for radio transmission and reception.

C. To insure that the mechanics are thoroughly familiar with the Frequenci[illegible] each set will be operated on, and that any other information necessary for effici[illegible] operation is conveyed to them.

D. To insure that supervisors and operators are familiar with stations the[illegible] are working, and that they are informed of all changes in procedure or procedure signals that are originated by higher headquarters.

2. THE S.O.P. for the Transmitter Section is as follows:

A. Chief Mechanic

(1) Directly responsible to the radio Officer.

(2) Supervise the transmitter section.

(3) Makes daily report on work done and any unusual conditions.

(4) Sees that frequency checks are made and log is kept.

(5) Sets up shifts and assigns duties.

(6) Provides safety measures

(a) Fire extinguishers by power units.

(b) Inspects power wiring for possible shorts.

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(7) Sees that a sufficient supply of gasoline and oil are on hand at all times.

(8) Makes a daily check of all transmitters to see that the meters indicate normal operations.

(9) Make first and second echelon maintenance that the General Mechanic cannot handle.

(10) See that radio or motor repair jobs beyond his capabilities are promptly sent to signal repair depot as directed.

B. Mechanic on Duty:

(1) Changes Frequency as requested by the operators.

(2) Gasses power units, checking oil before starting alternate P.E.

(3) Checks frequencies every four hours, and keeps frequencies as requested by operators.

(4) Calls operator in case it is necessary to correct a Frequency.

(5) Keeps interior of transmitters clean and keeps the transmitter tents orderly.

(6) Checks filament voltages after changing power units.

C. Power Mechanic:

(1) Maintains the power units.

(2) Makes a daily check for temperature, oil pressure and charging rate

(3) Makes a weekly check including batteries, filter bowl, oil conditio oil distributor, etc., as prescribed in the instruction book.

(4) Overhauls power units, grinding valves, cleaning carbon, cleaning spark plugs, etc., as prescribed in proper instruction book.

(5) Check condition of P.E. and spare batteries once per week. Puts them on charge, checking as necessary until fully charged.

(6) Runs power cables at new locations and other times as required.

5. HF Radio Receiver Section:

A. Duties of the Chief Operator and Supervisors:

(1) Primarily it is the duty of the Chief Operator to oversee operation in the receiver room and see that the operators are on duty. He is to see that contact with various units is maintained with the most efficiency and least delay possible.

(1) Passes the message directly to the transmission agency, after recording it in the Message Center Log.

(2) Receives message back after transmission, and returns to Adjutant's File.

3. Incoming Coded Messages.

a. Message Center Clerk proceeds as follows:

(1) Receives message from transmitting agency.

(2) Assigns message center number and records the message in the Message Center Log.

(3) Passes message to code room for decoding.

(4) Receives clear text of message from code room.

(5) Messenger delivers message to Adjutant Section for routing and returns signed delivery list showing time of delivery to Adjutant Section. (See SOP Hq, 64th Fighter Wing, Incoming and Outgoing Messages, dated 31 Aug 45.)

b. Incoming coded texts are retained in the files of the code room for ten days and then destroyed by burning.

4. Incoming Clear Messages.

a. These messages are handled as in "3a" above except that they do not go through the code room.

5. Relay Messages.

a. All relay messages must pass through the Message Center and be numbered in series with other incoming messages.

b. If the message is to be relayed as received, it is passed from the Message Center directly to the transmitting agency, and after transmission is returned to the Message Center. If no further action is necessary, it is retained in the files of the Message Center for ten days and destroyed by burning. If in addition to relay, the message is also for local delivery, or must be relayed in a cryptographic system other than that in which received, it is passed from the Message Center to the code room for decoding. If the message is to be relayed in another cryptographic system it must be paraphrased. In this case it is numbered and handled as a new outgoing message.

PART IV - CRYPTOGRAPHIC SECTION PROCEDURE

1. Outgoing Messages.

a. The Code Clerk:

(1) Receives clear text message from Message Center Clerk.

(2) Makes necessary entries in code room log including time received and Message Center number.

(3) Assigns a code room reference number.

(4) Encodes the message.

(5) Places heading (routing instructions) on the message.

(6) Passes encoded version of message to Message Center noting in the code room log the time encoding was completed together with the initial of the clerk who encoded the message.

(7) Upon return of encoded version from Message Center after transmission, enters time of transmission upon clear text and returns clear text to the Message Center.

(8) Files coded text of message.

b. The coding of each message will be checked.

2. Incoming Messages.

The Code Clerk:

a. Receives coded text of message from Message Center Clerk.

b. Makes necessary entries on code room log including time of receipt and Message Center number.

c. Decodes Message.

d. Places clear text on incoming message form.

e. Enters time decoding was finished on coded message and initials of code clerk on coded message and code room log.

f. Passes clear text of message to Message Center.

g. Files coded text.

3. Service Messages.

a. Incoming Service Messages.

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(1) All incoming service messages will be routed through the Message Center, assigned a Message Center number and treated as any other incoming message.

(2) In acting upon any incoming service message, the first step is to check the message upon which service has been requested. If the encoding was properly done, the error, if any, was in transmission. In this case, the message will be repeated in the same form and under the same message reference number.

(3) If an error was made in encoding the message, it must be paraphrased, given a new message reference number, and the paraphrased version then encoded and transmitted. This new message will contain the following information within the coded text: "This is a paraphrase of message number (giving original message reference number).

b. Outgoing Service Messages.

All outgoing service messages will be encoded except those handled by Q Signals.

4. Mail distribution.

a. Incoming Mail.

(1) All incoming mail will be clearly marked and grouped to facilitate delivery.

(2) Mail for local delivery will be immediately delivered to the addressee.

b. Outgoing Mail.

(1) A schedule of couriers will be printed and sent to all interested offices showing:

(a) Time of departure.

(b) Stations to be contacted.

(2) Where it is at all possible, advantage should be taken of the couriers of other message centers in order to reduce unnecessary mileage.

5. Equipment.

a. Vehicles which have been issued to the message center for courier service receive exceptionally hard use and are so continually on the move that proper maintenance is difficult.

(1) After every day's run the driver will service his vehicle in complete preparation for the following day's run.

(2) Unserviceable vehicles will be reported to the Message Center Officer.

By Order of Colonel JACKSON:

HARVEY W. C. SHELTON
Lt Col, Air Corps
Chief of Staff

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HEADQUARTERS
64TH FIGHTER WING

APO 374, US Army
31 August 1945

STANDARD OPERATING PROCEDURE

MESSAGE CENTER PROCEDURE

PART I - GENERAL

1. The Message Center is responsible for the receipt, transmission and delivery of all messages except:

a. Messages transmitted by the writer directly to the addressee by telephone or personal agency.

b. Messages handled by postal service.

c. Local messages.

2. a. A certain definite time limit will be established fo for the clearing of messages of each precedence classification. In case a message cannot be cleared in the specified time, the originator of the message will be informed so that he may increase the classification if necessary.

b.

Urgent	O - One hour
Operational Priority	OP - One and one half hour
Priority	P - Six hours
Routine	R - Twenty-four hours

The originator of operational messages will be notified at the end of time limit.

c. The precedence of administrative traffic may be similarly increased upon instructions from the originator. The highest precedence authorized for administrative traffic is PRIORITY.

d. Any DEFERRED message which cannot be cleared by 0800 of the day following date of message will be classified ROUTINE.

3. The Message Center Officer or his representative is responsible for the proper distribution of traffic over the several means of transmission. He must have at all times a complete and thorough knowledge of the means available and their condition and capabilities.

PART II - PREPARATION OF MESSAGES

1. Outgoing messages will be prepared and handled acc

according to Headquarters 64th Fighter Wing Standard Operating Procedure Incoming and Outgoing Messages dated 31 August 45.

2. When changes in any message are necessary to avoid over-classification or violation of Cryptographic Security, the originator of the message will be contacted to secure correction. If the originator cannot be contacted, the Cryptographic Officer is authorized to make the necessary changes. He will, however, inform the originator at the earliest possible time.

PART III - MESSAGE CENTER PROCEDURE

1. Outgoing Coded Messages.

a. Two copies of the message are delivered to the Message Center by the Distribution Section.

b. The Message Center clerk proceeds as follows:

(1) Put time of receipt on message.

(2) Assigns a Message Center number to the message and records it on the Message Center Log. (This number serves as a local identification of the message, and is written prominently near the top of the outgoing clear text message. It is <u>not</u> transmitted and runs consecutively starting at the beginning of the month.

(3) Passes the message to the code room for encoding.

(4) Receives back coded text from transmission agency after message has been cleared. The time and method of transmission with the initials of the sender will be entered by the transmitting agency.

(5) Receives coded text back from the code room.

(6) Passes coded text to transmission agency for transmission.

(7) Passes coded text to code room for file.

(8) Receives clear text of message from code room and returns to the Adjutant's File.

2. Outgoing Clear Messages.

a. The method of handling messages to be sent in clear follows the same procedure as that given in "1 b" above eliminating those steps involving the code room. The Message Center Clerk:

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(2) It is his duty to know what stations are to be contacted and the frequencies of each net or the frequency on which a station is to be contacted. is, to see that the operators are informed of all information pertinent to the net they are operating.

(3) He is to see that proper logs are kept by each operator. Information required on an operators log is: at the top of each log, the stations which are in the Net or are to be in the net; the net and frequency or frequencies and the date. At the time of commencement of duty, each operator will enter the time and sign on watch. When he is relieved by a new operator he will sign off watch and the operator relieving him will sign on. All transmissions are to be entered in the log and the time of that transmission. When administrative messages are sent or received the number and date-time group as well as the group count will be noted in the log and whether the message was sent or received. Any notes regarding interference or delays will also be noted in the logs.

(4) A log should be kept for the supervisor of each shift to pass on any necessary information to the next supervisor coming on duty.

(5) A record of all administrative messages should be kept with enough information to identify the message and its disposition.

(6) The Chief Operator should find out from the crypt room what types of crypt systems are held and how to identify type that can be accepted. This will save much time and delay caused by accepting messages that cannot be broken in the crypt room.

B. Duties of Operators:

(1) Operators should enter all transmissions on their logs and any information regarding delays, interference and change of frequencies. A log should be kept so that the relieving operator can see the status of the Net when he comes on duty. If the station he is representing is the Net Control Station, it is his duty to see that it is run properly by not allowing superfluous transmission. Subordinate stations should be called at the minimum of once an hour to insure communication at all times. When stations cannot be contacted the operator should notify the supervisor in charge.

BY ORDER OF COLONEL JACKSON:

Harvey C. Shelton
HARVEY F. C. SHELTON,
Lt Col., Air Corps,
Chief of Staff.

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HEADQUARTERS
64TH FIGHTER WING

APO 374, US ARMY,
18 August 1945.

MEMORANDUM)
:
NO. 60-2)

FLYING

Ground Gunnery Range

CONTENTS

Paragraph

SECTION I - GENERAL

1. Location: A ground gunnery range has been established in the vicinity of MORFELDEN, Germany. This range is bounded by the grid coordinates MM-5955, MM-5957, MM-6057, and MM-6055.

2. Purpose: The purpose of the MORFELDEN gunnery range is to enable all flying units of this command to maintain a high proficiency in ground gunnery, including both strafing and rocket firing.

SECTION II - RANGE CONTROL OFFICER

3. A ground gunnery officer will be appointed by each unit of this command, hereafter referred to as Range Control Officer. He will be on duty at all times when the range is in use by his unit and will be responsible to insure that:

a. All rules included in this memorandum are strictly adhered to.

b. The MORFELDEN gunnery range and danger areas are clear of all personnel 30 minutes prior to its use. A guard will be posted at all main entrances to the range while it is in use.





c. Adequate danger signs are prominently displayed at all entrances to the range and danger areas. He will supervise the posting of a sign "Danger, Range in Use", in both English and German, at all entrances 30 minutes prior to use of the range.

d. The correct fire control panel is prominently displayed and properly secured to the ground.

(1) Panels will be 4' x 10'.

(2) A white panel will indicate range is open.

(3) A red panel will indicate range is closed.

e. A Very Pistol with sufficient cartridges is readily available at all times.

(1) A red flare will signify that the range is temporarily closed.

(a) Flight will circle range at pattern altitude (1200 to 1500 feet) until radio clearance from the Range Control Officer has been given.

(b) In the event radio contact cannot be established, a series of red flares will indicate that the range is closed and flight will return to base.

(c) Under no circumstances will gunnery range be fired upon unless radio contact with Range Control Officer is resumed.

f. An ANVRC-1 jeep is available and properly sited, and that the equipment installed therein has the proper crystals and is in serviceable condition.

(1) A qualified radio mechanic will be available at all times to maintain and repair this V.H.F. Equipment.

(2) A rated officer, responsible to the Range Control Officer, will act as ground-to-air controller and will supervise siting and maintenance of the ANVRC-1 jeep.

g. No more than one flight of four aircraft is using the gunnery range at any time.

h. The ground gunnery range is not in use when the ceiling is less than 2000 feet and the visibility less than three miles.

i. Sufficient targets are available for the day's operations.

j. In the event any target is rendered unserviceable, another target is immediately assigned to the aircraft previously using the unserviceable target.

k. The targets are properly scored and the scores submitted to Combat Operations of the unit firing on the range.

l. A log is kept including:

(1) Time flight checked in.

(2) Time flight checked out.

(3) Number of aircraft.

(4) Pilot's name and callsign of each aircraft.

(5) Score of each pilot

(6) Infractions of these instruction (if any).

(7) Recommendations and constructive criticism of:

(a) Gunnery pattern.

(b) Method of attacks.

(c) Angle of attacks.

(d) Length of bursts.

4. The Range Control Officer is in complete charge and may call off a flight or a single aircraft at any time when a range rule is broken or for any other reason he may see fit.

5. The "Danger" signs, fire control panels, Very pistols, and AN/VRC-1 jeep may be obtained from and will be kept at base operations, Y-72 airdrome.

SECTION III - RANGE REGULATIONS

6. The following regulations will apply to the LOTFENDEN ground gunnery range:

a. The flight leader upon approaching the gunnery range will contact the Range Control Officer by R/T giving him the pilot's name and squadron number (or letter) of each aircraft in his flight.



(1) Able channel [illegible] be used throughout for all contacts with the Range [illegible].

b. Upon reaching the [illegible] flights will circle in a counter-clockwise direction [illegible].

(1) The [illegible] will contact the Range Control Officer when [illegible] permission to enter the traffic pattern.

(2) In the event [illegible] contact cannot be established, flight will return [illegible].

c. A [illegible] will be used exclusively.

(1) The [illegible] will be between [illegible] and 1500 feet.

(2) [illegible] at an indicated air speed of 200 miles per hour.

(3) Sufficient [illegible] between aircraft will be maintained in the traffic pattern [illegible] to insure that no more than one aircraft in [illegible] at any one time.

(4) The approach [illegible] must not exceed 275 miles per hour.

d. The gun switch will be in the "OFF" position at all times while in the traffic pattern and [illegible] until aircraft is on its approach dive and the [illegible] completely [illegible]. Immediately after firing, and while in the pull out, the gun switch will be placed in the "OFF" position.

(1) The first approach will be made as a dry run with the gun switch in the "OFF" position.

(2) If [illegible] approach dive is unsatisfactory, the gun switch will be left in the "OFF" position.

e. Firing will not commence until aircraft has passed the range line and will cease prior to reaching the foul line.

(1) Range line will be [illegible] feet from the targets.

(2) Foul line will be 600 feet from the targets.

(3) A maximum of 25 rounds per gun for each attack is permitted. ([illegible]).

f. Prior to each attack all pilots will visually check the control panel. Under no circumstances will an attack be made when a red panel is displayed.

[illegible]

(1) Should a red panel be displayed or a red flare be fired (after the aircraft have entered the traffic pattern) the following will apply:

(a) Flight will circle range at pattern altitude until radio clearance from the Range Control Officer has been given.

(b) In the event radio contact cannot be established with the Range Control Officer, flight will return to home base.

(2) Any pilot who attacks against a red panel or flare will be immediately ordered to return to his home base.

g. Upon completion of the firing attacks, each aircraft will continue making simulated attacks until all aircraft have completed the mission, at which time the flight leader will [illegible] his flight, check out with the Range Control Officer, and proceed to his home base.

By order of Colonel JACKSON:

HARVEY W. C. SHELTON,
Lt. Colonel, Air Corps,
Chief of Staff.

OFFICIAL:

C. M. Kernan

C. M. KERNAN,
Captain, Air Corps,
Adjutant.

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A-3 (25)
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HEADQUARTERS
64TH FIGHTER WING

E-F-1

APO 374, US Army,
17 August 1945.

MEMORANDUM)
:
NO. 60-1)

FLYING

Local, Navigational, and Cross-Country Training Flights

CONTENTS

SECTION I - GENERAL

1. Purpose: The purpose of this memorandum is to outline a Standard Operating Procedure for control of all local, navigational, and cross-country training flights in aircraft assigned or attached to units of this command.

2. Exceptions: This memorandum will not apply to aircraft which are not equipped with V. H. F. and/or H. F. radio installations.

3. Definitions (as applying to this memorandum):

a. A local training flight is any flight in which an aircraft remains in an area whereby constant R/T contact can be maintained with the point of departure.

b. A navigational training flight is any flight in which an aircraft at any time is unable to contact the point of departure due to excessive range.

c. A cross-country flight is any flight in which an aircraft lands at other than the point of departure.





SECTION II - LOCAL TRAINING FLIGHTS

4. The formation leader or individual pilot (in the case of single air-craft) of all local training flights will be required to contact flying control of the point of departure once every fifteen minutes.

a. If point of departure is home base of aircraft, Able channel will be used. If other than home base, Charlie channel will be used.

b. Information to be passed to flying control will include:

(1) Aircraft callsign.

(2) Approximate location of aircraft with reference to a well-known locality.

(3) Type of flight (on initial call only).

Example: "Hello, Local Tower, Exhaust Two Six here. one five miles southwest of Mannheim (on local training flight)".

SECTION III - NAVIGATIONAL TRAINING FLIGHTS

5. The formation leader or individual pilot (in the case of single air-craft) of all navigational training flights will be required to contact flying control of the point of departure once every fifteen minutes, as long as contact can be maintained.

a. If point of departure is home base of aircraft, Able channel will be used. If other than home base, Charlie channel will be used.

b. Upon re-entering the area of the point of departure, contact will again be resumed as required in paragraph 5.

6. The formation leader or individual pilot (in the case of single air-craft) of all navigational training flights will be required to contact the nearest Microwave Early Warning (MEW) Radar station once every fifteen minutes, as long as contact can be maintained.

a. When contact with the original MEW station can no longer be main-tained and when within range of another MEW station, the flight leader or in-dividual pilot (as the case may be) will initiate the required call every fif-teen minutes with the alternate MEW station.

b. Upon re-entering the area of the original MEW station, contact will again be resumed as required in paragraph 6.

c. All contact will be initiated on Baker channel.

7. Information to be passed to flying control or the MEW station will include:

a. Aircraft callsign.

b. Approximate location of aircraft with reference to a well-known locality.

c. Type of flight (on initial call only).

d. Destination (on initial call only).

Example: "Hello, Cornedbeef, Exhaust Two Six here, one five miles southwest of Mannheim (on navigational training flight to Munich)".

SECTION IV - CROSS-COUNTRY FLIGHTS

8. The formation leader or individual pilot (in the case of single aircraft) of all cross-country flights will be required to contact the nearest MEW station immediately upon setting course, and every 15 minutes thereafter, as long as contact can be maintained.

a. When contact with the original MEW station can no longer be maintained and when within range of another MEW station, the flight leader or individual pilot (as the case may be) will initiate the required call every 15 minutes with the alternate MEW station.

b. Upon return from the cross-country flight a call will be initiated with the original and/or alternate MEW station as soon as contact can be established, and every 15 minutes thereafter, until aircraft is over destination airdrome.

(1) Upon arrival at destination airdrome a final call will be initiated with the tracking MEW station stating that aircraft is over destination and preparing to land.

(2) All contact will be initiated on Baker channel.

c. Information to be passed to the MEW station will include:

(1) Aircraft callsign.

(2) Approximate location of aircraft with reference to a well-known locality.

(3) Type of flight.





(4) Destination.

Example: "Hello, Corn Beef, Exhaust Two Six here, one five miles southwest of Mannheim on (returning from) cross-country flight to Paris".

SECTION V - RECORDS

9. a. Flying control and each MEW station will keep a weekly log of aircraft called in complete with:

(1) Time of call

(2) Aircraft callsign

(3) Approximate location of aircraft

(4) Type of flight (when given)

(5) Destination (when required)

b. All irregularities noted by flying control which may or have resulted in an accident will be passed to base operations who will immediately notify A-3, this headquarters, by telephone.

c. All irregularities noted by an MEW station which may or have resulted in an accident will be immediately reported to A-3, this headquarters.

By order of Colonel JACKSON:

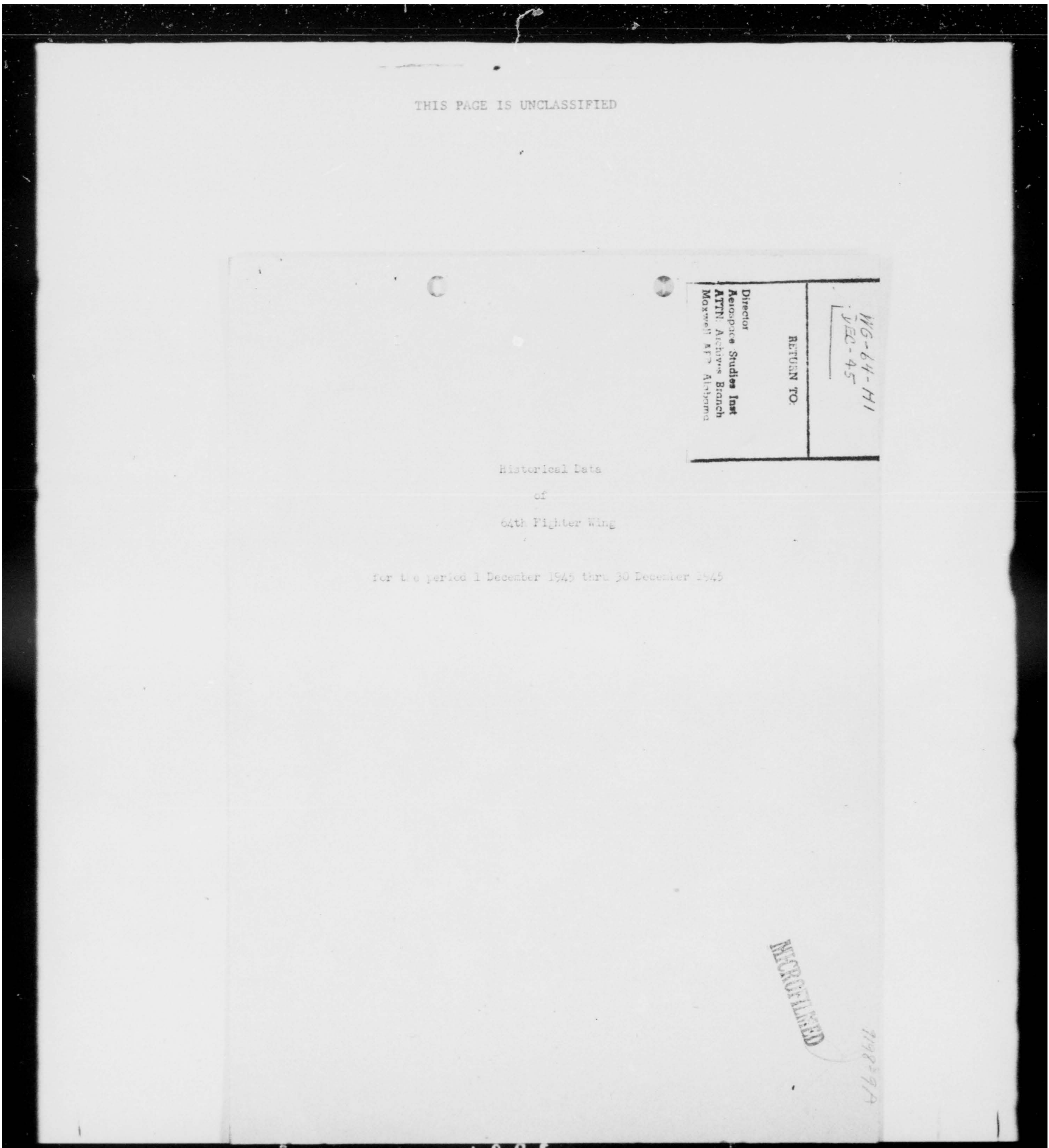
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Chief of Staff.

OFFICIAL:

C. M. Keranen

C. M. KERANEN,
Captain, Air Corps,
Adjutant.

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Historical Data

of

64th Fighter Wing

for the period 1 December 1945 thru 30 December 1945

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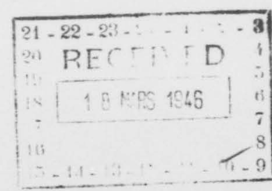
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HISTORICAL DATA

of

64th Fighter Wing

for the period 1 December 1945 thru 30 December 1945



Classified RESTRICTED in accordance with letter, Headquarters Ninth Air Force, file number 314.7, dated 29 September 1945: "Classification of Unit Histories".

R E S T R I C T E D

R E S T R I C T E D

HEADQUARTERS 64TH FIGHTER WING

UNIT HISTORY

Table of Contents

EUGENE W. ERICKSON
1st Lt AC
A/C of S, A-2

R E S T R I C T E D

HEADQUARTERS 64TH FIGHTER WING

December 1945

UNIT HISTORY

I. ORGANIZATION AND CURRENT STATUS

1. Organization
   a. The current T/O for this organization: 1-10-1, September 1944. Total Strength Authorized: 54Officers and 191 enlisted men.

2. Strength
   a. For the period of this report: 62 Officers and 164 enlisted men.
   b. Gains and losses for December: Gain: None. Losses: 54 Officers and 62 enlisted men.

3. Stations
   a. Moved from Darmstadt, Germany to Bad Kissingen, Germany on December 1945. Flight Section moved from Y-76 (Darmstadt) to R-25 at Schweinfurt.

4. Awards and Decorations
   a. Refer to General Order # 11.

II. NARRATIVE

The big event of the month was the change of stations from Darmstadt to Bad Kissingen. Wing shares the town and all recreatioal facilities with XII TAC and it has proved to be a very satisfactory agreement. Living quarters and mess facilities are excellent for both the Officers and enlisted men and its most uncommon to hear the old saying "we never had it so good".

The Officer and EM, under the guidance of Lt. Thompson, have gotten up a basket ball team, which, from all reports, has an excellent chance to go undefeated for the season. However, everyone is sweating out redeployment because it will take the two star players.

As usual the redeployment problem reared its ugly head and depleted the Wing of many its key personnel. Consequently, all sections are clamoring for experienced men and are training men to take the places of men who have left and who will leave in the near furture.

Five Air Service Groups, the 472nd, 475th, 486th, 493rd, and 503rd were assigned to the Groups in the Wing and brought additional administrative wories. As a result Staff Meetings were held and General Schramm laid down the policy

that the Fighter Groups would take care of only administrative matters of their respective Bases and the A.S.G. were directly responsible to them.

This Command again has a surperior rating in VD control. Not one case of VD was reported in the month of December and great credit is given to the orientation lectures given by the Medical Officers, Lt. Col. Jack L. Doughtie, and Captain Philip B. Watkins.

III. DIARY

Dec. 1. Hq & Hq Sqdn, 64th Fighter Wing moved from Darmstadt, Germany to Bad Kissingen, Germany where it will share living and recreational facilities with the XII TAC.

Dec. 7. Lt. Col. Hittleton C. Seldon returned from an R&R in the mythical Z. of I. From all reports, he had a swell time and all here in the Wing envy him. 1st Lt. Pipitt, Robert M., left for the Theatre Ski School at Germisch - Partenkerchen, Germany for seven days. He plans to become Ski Instructor for the Wing at the completion of his training.

Dec. 8. Pfc's Rolph T. Herdwall and Ray Mandoza and Cpl. Garret A. Winkler left for the Z. of I. for a reenlistment furlough.

Dec. 9. It was announced that all Officers and enlisted men causaly elgible for redeployment would be shipped to the Z. of I. via causal packets, joined at Kassel - Rothweston and Fritzlar. There packets will be filled by Dec. 20 and expected to head for POE on or about January 1.

Dec. 10. Captain Charles B. Cole left for the Z. of I. to take a six week coarse on jet aircraft at Chanute Field, Ill. On completion of this coarse, he will return to this theatre to help pave the way for jet aircraft in USAFE.

Dec. 11. A big treat for the Wing was the "Rockette Show" sponsered by Radio City Music Hall. The show stayed here in Bad Kissingen for five days so all personnel had a good chance to see it. The Officers of the Wing got here in time to attend the farewell party for the Ninth Air Force and a good by real time was had by all.

Dec. 12. A new policy was put into affect on the dispatching and operation of vehicles by Staff Sections and Officers.

Dec. 13. Captain William E. Rapp left for a 3 day tdy to Paris on matters pertaining to the function of the Wing.

Dec. 16. Captain Burt Maxwell left for a 3 day tdy to Paris on matters pertaining to the function of the Wing.

Dec. 17. A Staff Meeting was held today and General Schramm said that redeployment plans were progressing as schedualed. He then opened the meeting for a gripe session by Staff and Special Staff Section Heads as to the present set up here in Bad Kissingen.

Dec. 18. 1st Lt. James E. Williams was granted a 10 day leave of absence at Cannes

a nice holiday if you can get it.

Dec. 20. Nothing new except everyone is "sweating" out Xmas and all the cheer it will bring.

Dec. 21. 1st Lt. James George and Pfc Lyle Black left today on a three day inspection trip and Lt. Jones who has been with the Wing for 3 months was assigned to the 86th Ftr. Group. Sgt. Jordan, motor Sgt., left for Z. of I. on an emergency furlough. Lt. Kersting made Wing Saftety or Provost Marshall.

Dec. 22. Tweleve EM were promoted today, calls for a celebration and the boys had one.

Dec. 23. Another Sunday. No snow yet and I guess it'll be a brown Xmas.

Dec. 24. Twenty-three Officers were transfered into the Wing today and all but two left for the Groups. 1st Lt. Cyrus D. Kirk and 2nd Lt. Bouffard remained in the Wing and are to start a Flight movement section.

There were large parties at both the Officers and EM's clubs and Midnight Church Services. It was a beautiful Xmas Eve.

Dec. 25. The high point of the Xmas season was reached when General Kepner had a very nice reception for the Officers of Bad Kissingen.

At the Xmas party General Schramm was a very effective Santa Claus. Every one had a very nice turkey dinner and wished Xmas came once a month.

Dec. 26. The day after and the Wing is back on the job. Most of the personnel seemed to be a little ineffective.

Dec. 27. F/O Westlund was transfered to the 7th Liaison Squadron. Two EM left for England on leave.

Dec. 28. Captain Watson A/C of S, A-2 was transfered to Paris. His job is being taken over by Lt. Donghty. In "Pappy" the Wing has lost a dear friend and true character.

Dec. 29. Another new Officer arrived in the Wing today. Captain William O. Pointer was transfered in from XII TAC and made ass't A-1. Capt. Kolb was transfered to the 86th FTR Group.

Dec. 30. Another Sunday and everyone was prepared and resting for the 'morrows eve.

Dec. 31. Lt. Dunham was given 7 days leave to France. 15 EM promotions came thru. There was large New Year Parties for both Officers and EM and the January History will tell how it came out.

January 1946

History of

64th Fighter Wing

12th Tactical Air Command

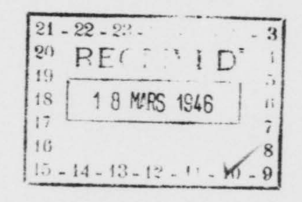
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JANUARY 1946

HISTORY OF

64TH FIGHTER WING

XII TACTICAL AIR COMMAND



Eugene W. Erickson
EUGENE W. ERICKSON
1st Lt AC
Historical Officer

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64th Fighter Wing January 1946

1. Initial installment of unit history for the month of January is submitted in compliance with USAFE Letter No. 20-2, dated 21 January 1946, Subj: "Preparation of Unit Histories".

a. Originally the official designation of this organization was the 3rd Air Defense Wing and changed on 12 August 1943 to 64th Fighter Wing.

b. Activated and organized on 12 December 1942.

c. T/O Personnel was drawn from various other Defense Wings in the United States.

d. Movements: Mitchel Field, New York to Africa, Africa to Sicily, Sicily to Italy, Italy to France, France to Germany.

2. Organization Changes: Negative

3. Strength: 60 Officers 125 Enlisted Men

4. Change of Station: Negative

5. Losses: Negative

6. Awards and Decorations: Negative

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64th Fighter Wing

January seemed to be a month of promotions in the Wing. Captain Herbert G. Kolb and Captain Edmund B. Edwards made the field grade bracket while Lieutenant John N. Byergo, Lieutenant Orrin P. Caldwell, Lieutenant Edmunds and Lieutenant Carlos M. Thompson answers to Captain. Lieutenant Dunham, Erickson and Putnam had their brass changed from gold to silver. From the free liquor that followed everyone likes to see these promotions come through.

The redeployment policy of the Army which was given so much publicity in all the newspapers continued smoothly in Wing with home-goers the happiest men of the month. It seems at last that the War Department has a clear, concise and well defined policy on re-deployment and everyone hopes they follow it.

There is now a critical shortage of enlisted personnel in virtually all staff sections, and civilians are used for a great deal of the routine clerical work. Captain Grace's Signal Section has changed its component from Air Corps to Luftwaffe.

Now that redeployment has slowed down considerably, the Wing is reorganizing itself into a more compact and streamlined organization. With a new station being set-up here at Bad Kissingen there is no need for Headquarters to do its own "housekeeping", this means many Officers and Enlisted Men for other jobs or reassignment.

The mild weather encountered this winter is indeed a help for Lieutenant Kuhagen and his coal conservation program at the Caserne Area. It seems that everyone is much happier and more comfortable here at Bad Kissingen than they were at Darmstadt, even though some still miss the bricks and rubble.

64th Fighter Wing

The recruiting program is under full steam and many of our oldest enlisted men have reenlisted, Seargeant Wich with all his service included. Many officers are making applications for regular army commissions and starting to study for the eximination.

Most of the administrative work of the staff sections have been in trying to prefect, organize and effectively form casual packets of Enlisted Men and Officers for return to the states. This was the primary mission for January and because of this there were a great many inspection trips made.

Lieutenant Colonel Shelton had a seige of flu during the latter part of the month and his position of Chief of Staff was efficiently handled by Captain Caldwell.

The enlisted men of Headquarters Squadron passed in review twice in the month of January for General Schramm and the Wing Officers. At each succesive prade there are fewer men marching and if replacements don't arrive soon Captain Byergo and Thompson will be doing a duet in prade formations.

The big New Years party was the only large social affair for the Officers and soon after this the XII Tactical Air Command Night Club closed comelling our Officers to haunt the Villa Elsa.

The Enlisted Men had a New Years party at their Town and Country Club, and also had parties and dancing there throughout the month.

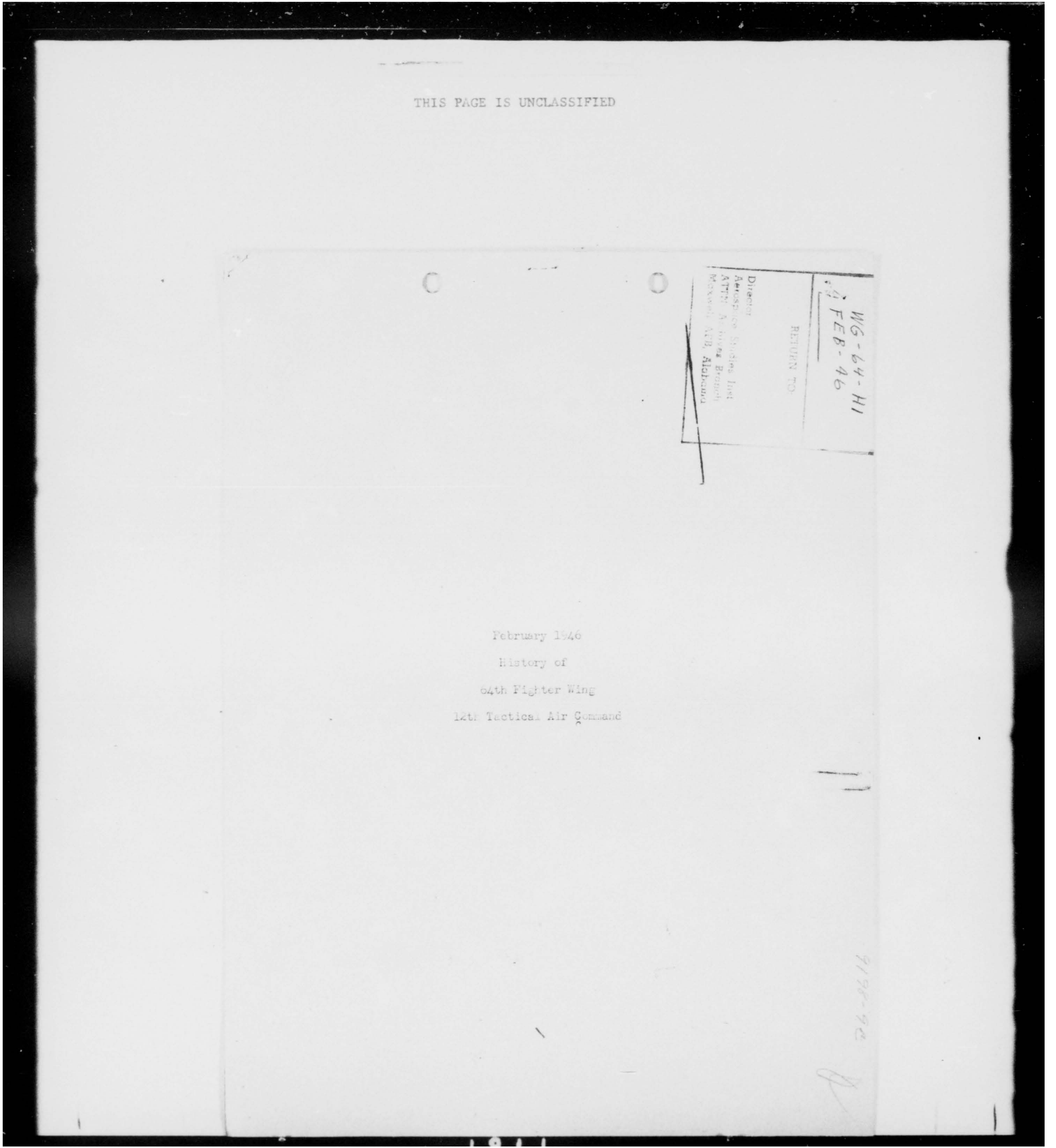
64th Fighter Wing

Those men who preferred a little quiter life spent their spare time at either the Caserne or Kurgaten Red Cross when there were many interesting activities. Many good movies also helped pass the time.

Lieutenant Kuhagen, Squadron Supply Officer is feverishly getting his books in shape because of property and accountibility inspection which is coming to the theater in February.

The Wing is slowly becoming a permanment organization with the various section head positions being filled by officers who desire to do a good job and to stay overseas. All are doing an excellent job in helping the 64th Fighter Wing do its part in preserving the peace.

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February 1946

History of

64th Fighter Wing

12th Tactical Air Command

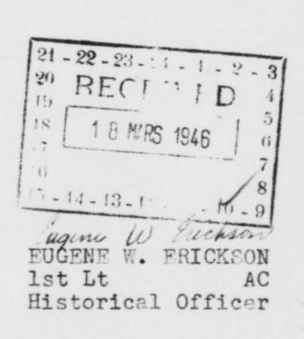
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FEBRUARY 1946

HISTORY OF

64TH FIGHTER WING

XII TACTICAL AIR COMMAND



EUGENE W. ERICKSON
1st Lt AC
Historical Officer

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64th Fighter Wing February 1946

1. Installment of unit history for the month of February is submitted in compliance with USAFE Letter No. 20-2, dated 21 1946, Subj: "Preparation of Unit Histories".

2. Organization Changes: Pursuant to authority contained in General Order No. 12, Hq., XII Tactical Air Command, dated 16 February 1946 the Hq & Hq Squadron, 64th Fighter Wing will be reorganized, effective 25 February 1946, under T/O & E 1-10-1s, 9 September 1944, as modified by table modifying T/O & E 1-10-1s, reproduced by Hq, United States Air Forces in Europe, 2 February 1946 with an authorized strength of twenty-eight (28) Officers and forty-nine (49) enlisted men.

3. Strength: As of 28 February 1946, 60 Officers and 134 enlisted men.

4. Change of Station: Negative

5. Losses: Negative

6. Awards and Decorations: Negative

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64th Fighter Wing

February was a month of many changes in the annuals of the 64th Fighter Wing.

Policy remains much the same in regards to scope of operation and mission, but the emphsis on "reviving" the groups into Regular Army organizations is becoming much larger.

Lt. Col Harvey W. C. Shelton who has served as C/S for the past 9 months was replaced by Lt. Col Robert C. Brown, former Commanding Officer of the 406th Fighter Group. Col. Shelton was released from the hospital after about with the "flu", and left immediately for home and Texas on the R & R. Col. Brown has no lack of experience as he is starting his fifth year overseas.

Another staff change also occurred this month when Captain Burt Maxwell our beloved A/C of S, A-1 was redeployed. His job is now being capablely filled by Captain William S. Pointer.

Officer redeployment seemed to go a little faster this month with three Officers leaving the theater for good, and three Officers getting home on R & R quotas. Capt. Maxwell, Lt. Pippett and Lt. Salmon all made the one way trip. While Col. Shelton, Lt Jewell and Lt. Boch settled for round trip tickets.

Effective the 25th of February, the Hq. Sqdn. of the Wing was reorganized on a new T/O & E which authorizes 28 Officers and 49 enlisted men. This is a drastic cut from the present strength, and few feel that the Wing will ever be able to "strip" down to the new size.

64th Fighter Wing

A few Officer and EM replacements are filtering in and A-1 is busy assigning them to our subordinate units. Most of the Officers seem to be Regular Army or very low pointers.

On the 14th of the month there was a major organization change within the Wing when the 86th Fighter Group at Schwienfurt and the 354th Fighter Group at Herzogenaurach were disbanded and redesignated Detachment "A" and Detachment "B" respectively. This also included the 503rd Air Service Group with the 86th, and the 472nd Air Service Group with the 354th. Present plans call for the Detachments to be dissolved by the 15th of April.

The Commanding Officers of the new units are Col. Ulrichson of "A" and Lt. Col. Lewis of "B". Col. Ulrichson just returned from 45 days R & R in the states and was the former Air Inspector of XII TAC. Col. Lewis was the former CO of the 354th Fighter Group. All personnel for the two detachments were drawn from the units formerly on the base.

The main function of the Detachments is to salvage all out-dated planes and to prepare to vacate the base. No operational duties are being preformed by either detachment.

The 36th Fighter Group was also disbanded and all personnel absorbed into the 417th Night Fighter Squadron. Lt. Col. McBride is now the Commanding Officer. It is planned to eventually move this organization to Fritzlar and do away with the base at Rothwestern.

64th Fighter Wing

There were no special parties during the month for either Officers or EM, although both had many informal affairs and celebrations when new shipping lists came out. The men of the Hq. Squadron passed in review only once during the month.

The redeployment of enlisted men continued at its rapid rate and a good many key men were lost in the pipe line.

The recruting Officer had a field day this month when ten men of the 64th all enlisted in the Regular Army. They were sworn in in the presence of the Commanding General, B/Gen. Ned Schramm. For the present these men will also be lost to the Wing and the reward of 90 days at home was not refused by any.

Lt. Cashman from Detachment "B" is a new addition to the Wing and is acting as assistant Adjudant.

Lt. Gallagher has been transfered into the Wing from the 36th Fighter Group and given command of the flight section. He is doing and excellent job of seeing that all rated personnel get their necessary four hours per month.

A good many people in the Wing took leaves and furloughs this month with Switzerland the most popular. Everyone seemed to like the Swiss and also the watches and winter sports. Denmark also was visited by a few.

In spite of the present organization mix-up it now seems that the Wing is becoming a permanent occupational and operational force.

There I've Said It Again!

BELOW: Brigadier General Ned Schramm signs the discharge papers of a group of reenlistees who enjoyed a few precious moments of freedom before being sworn into the regular army.



By Pfc Arthur Lustberg

The ten enlisted men were a bit hesitant. After all, it isn't every day that Brig General Ned Schramm requests your presence in his office. In the receptionist's office, it was a "Naw, you go in first" situation as the general called: "All ready, send the men right in."

Capt Carlos M Thompson, adjutant of the 64th Headquarters Squadron, and Lt George W Atchley, wing recruiting officer, nodded encouragingly as the men put the finishing touches of Regular Army neatness about themselves. Combs slipped hurriedly into pockets, handkerchiefs did their job for the next fifteen minutes to come, and the men filed quietly into the office of the C G.

The TAC TIMES photographer placed the men in the positions best suited for a picture, and then the ceremony was under way.

General Schramm signed the discharge papers. Believe it or not, these men were civilians for almost five minutes. Then the general joined the semicircle and had his picture taken with the group.

"This is it," thought the men as Lt Atchley raised his right arm and motioned for them to do the same. "Repeat after me," he said. The chorus of voices was low but perfectly certain and strong: "I do solemnly swear that I will bear true faith and allegiance."

'I Pledge Allegiance'



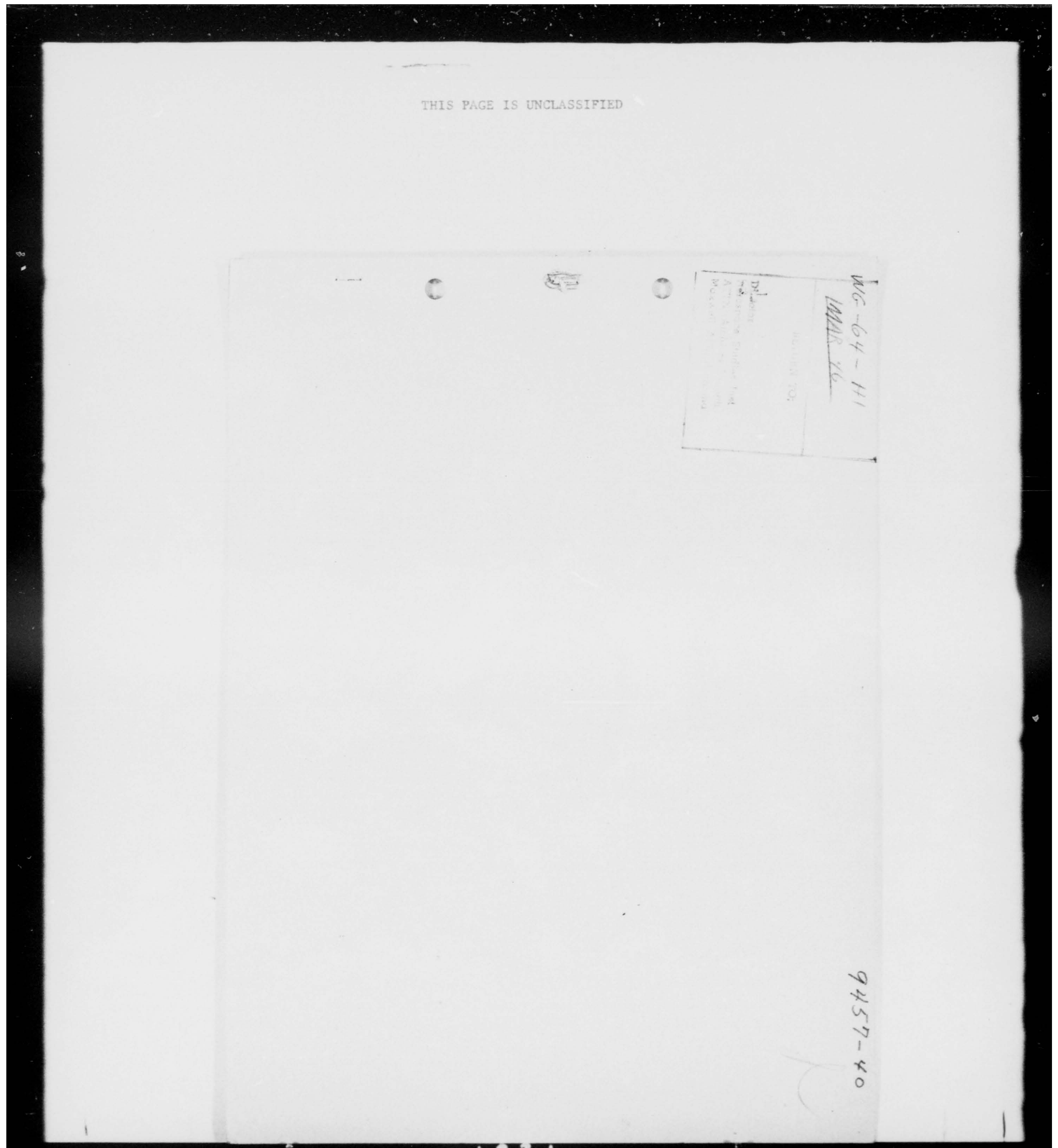
Standing rigid and determined, ten enlisted men take the oath of allegiance, adminstered by Lt. George W. Atchley, which signified their reenlistment in the Regular Army. Included in the above group are 1st Sgt John Jahnke, M Sgt Einar Wick, T Sgt William Kumpa, S Sgt Desmond Fields, Cpls Walter Kubit, Carl Wolosin, and John Czerniecke, Pfc Donald Davis, and Pvts Emmet Crabtree and Everett Munroe.



The men pose for a portrait with Brig General Ned Schramm after he had signed the discharge papers which made them civilians for almost five minutes. Shortly after this photo was snapped, they made their pledge and ended their freedom.

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MARCH 1946

HISTORY OF

64TH FIGHTER WING

XII TACTICAL AIR COMMAND

ALEX MINDES
1st Lt AC
Historical Officer

9457-40

Incl 8'

64th Fighter Wing — March 1946

1. Installment of unit history for the month of March is submitted in compliance with USAFE Letter No. 20-2, dated 21 Jan. 1946, Subj: "Preparation of Unit Histories".

2. Data required by Para. 3 of subject letter:

a) Organization Changes: - Negative.

b) 1. Strength of Hq. & Hq. Sqdn. as of 31 March 1946:
53 Officers assigned
80 Enlisted men assigned
5 Enlisted men attached

2. Strength of Det "A" as of 31 March 1946:
150 Officers; 171 Enlisted men

3. Strength of Det "B" as of 31 March 1946:
83 Officers; 198 Enlisted men

c) Changes of Station: - Negative.

d) Losses: - Negative.

e) Awards and Decorations: - Negative.

64th Fighter Wing

During March the business of closing out the affairs of the former 86th Fighter Group at Schweinfurt and the 354th Fighter Group at Herzogenaurach went forward, carried on by Detachments A & B respectively of Hq. and Hq. Squadron. Created in February for this purpose when the Squadrons and associated Service Groups were disbanded, these organizations were aided in their mission by flexibility in the assignment of personnel out of Hq. and Hq. Squadron.

Throughout the month Hq. Squadron progressively transferred some of its personnel to the 316th Station Complement Squadron, since the new T/O elinimates the need and the personnel for Wing Hq. to perform housekeeping duties at Bad Kissingen. Two Officers and seventeen Enlisted men were thus reassigned.

Meanwhile, redeployment of personnel to the Z of I continued to drain off both surplus and required personnel with impartiality, necessitating adjustments within the organization to fill operating vacancies. Reenlistment furloughs, relief, recuperation and rehabilitation leaves added to the readjustment requirements within the Wing and the readjustments were made without detra cting from the Wings performance.

The substitutious began a ppropriately enough with the organization's first soldier, F/Sgt, John W. Jahnke, being relieved of his duties on 4 March pending his return to the United States on ninty-day reenlistment furlough. In at his position came Cpl. Carl

S. Wolosin as Acting First Sergeant; Cpl. Wolosins increased responsibilities were recognized with his promotion to Sergeant on 13 March.

On 6 March, Capt. Robert R. Sneider was detailed as Acting Air Inspector vice Maj. Edmond B. Edwards, home on leave in the States. The 7 March saw Lt. Ivan V. Ely, newly arrived from Det "A", become Wing Special Services and I & E Officer; the special staff was further augmented when, on 11 March, Lt. Joseph Kohlenstein arrived from Hq. USAFE to become full time Wing Public Relations Officer.

Lt. Jim A. Coe arrived from Det "B" 6 March to become Ass't Stat Control Officer, and Lt. Fred D. Buck arrived from Det "A" 7 March to become Engineering Officer, Flight line. Lt. Robert J. Hodges came up from Det "B" to become A-3 Flying Control Officer.

Lt. Eugene W. Erickson, Ass't C of S, A-2, found his way to the States via R & R leave smoothed by the timely arrival of Lt. Alex Mindes, who assumed Lt. Ericksons duties. On the 16 March, Lt. Martin E. Putnam, Jr., passed his office as Club Officer on to Lt. Joseph S. Dowell in time to join his sidekick in rest, recuperation, and rehabilitation in the States. It is predicted in 64th Wing circles that neither one of these inseparables will take these "three R's" too literally as long as they are together.

Capt. Philip B. Watkins, Regular Army medical Officer , arrived on 20 March to replace Lt. Col. Jack L. Doughtie, returned to Z of I, as Wing Surgeon.

Capt. Carroll P. Gard, Wing Stadt Control Officer, took off for R & R in the States.

With the departure on 28 March of Capt. John N. Byergo for the Z of I, Lt. Norman F. La Barre was named Commanding Officer of Hq. & Hq. Squadron, simultaneously assuming the functions of Capt. Carlos M. Thompson, Hq. Squadron Adjutant, who left for the States on the same shipment.

However, the continuity of key personnel in the Wing was assured by the number of Officers examined for Regular Army Commissions in March. Their roster reads like a "Who's Who" of 64th Fighter Wing:

Lt. Col. Robert C. Brown - Chief of Staff
Lt. Col. Littleton C. Selden - A/C of S, A-3
Maj. William G. Willman - Station Commander
Capt. Orrin P. Caldwell - Adjutant
Capt. Jack W. Derryberry - Comm. Off.
Capt. Cassins M. Mc Credie - Tech. Inspector
Capt. William O. Pointer - A/C of S, A-1
Capt. Robert N. Sneider - Acting Insp. Gen.
1st Lt. Jerome M. Kersting - Wing Provost Marshal
1st Lt. Robert P. Romberg - Ass't A-3
1st Lt. Paul D. Russell -
1st Lt. James R. Williams - Plans & Redeployment Off.
2nd Lt. Bernard L. Pearson - Ass't Wing Stat Off.

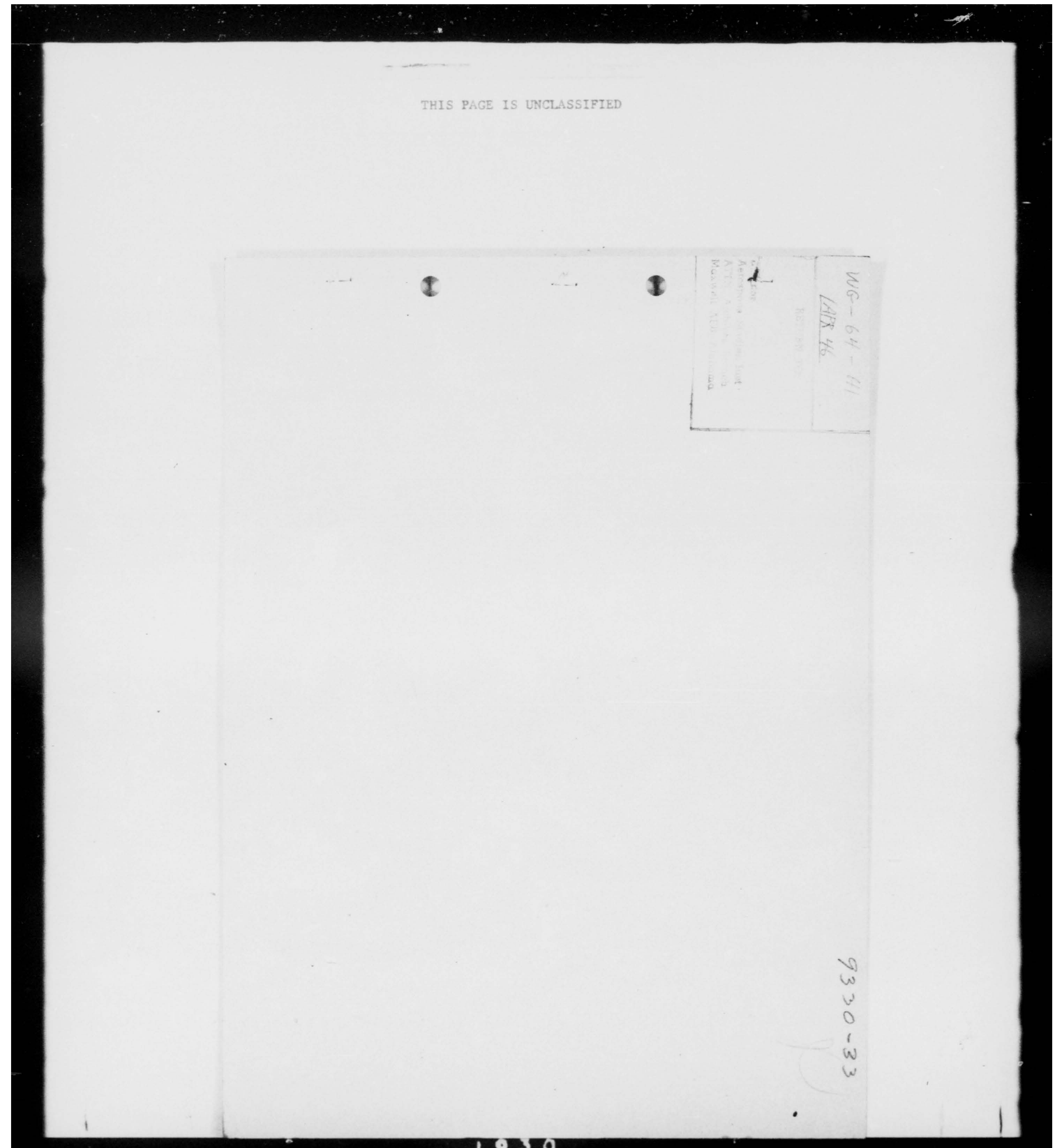
Officer promotions saw Lt. James R. Williams sprout additional silver bars, and Lt. Charles S. O'Neal find the silver lining in his gold bars.

Two EM became Sergeants in March, and four became Corporals. Twenty-three EM acquired that first stripe.

64th Fighter Wing

Shipments home accounted for 15 Officers and 50 Enlisted men, and a additional five Officers left for R & R leaves, while four EM took their 90-day reenlistment furloughs. Nine EM were assigned from reinforcement depots.

March saw representatives of 64th Wing on leave for the Swiss-Rome tour; in Switzerland; in Paris; and in Denmark, Belguim, and the United Kingdom. There were, of course no complaints from any of these tourists, but there is little argument about who had the best time. Capt. George M. Grace, former Wing Communications Officer, changed the last name of Miss Henrietta Lobell, ARC, attached to Wing Hq. Sqdn.; took his bride on a honeymoon in Switzerland through effective liaison with the Red Cross; returned from leave to depart for Z of I while Mrs. Grace returned to the States through Red Cross channels; and accomplished all this within the month of March.


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APRIL 1946

HISTORY OF

64TH FIGHTER WING

XII TACTICAL AIR COMMAND

ALEX MINDES
1st Lt AC
Historical Officer

Incl. III

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64th Fighter Wing April 1946

1. Installment of unit history for the month of April is submitted in compliance with USAFE Letter No. 20-2, dated 21 January 1946, Subj: "Preparation of Unit Histories".

2. Data required by paragraph 3 of subject letter:

a) Organization Changes: - Det "A" located at Schweinfurt Air Base, discontinued as of 0001, 19 April,1946.

b) 1. Strength of Hq. & Hq. Sqdn. as of 30 April 1946:
71 Officers assigned
115 Enlisted men assigned
5 Enlisted men attached

2. Strength of Det "A" as of 18 April 1946:
55 Officers; 162 Enlisted men

3. Strength of Det "B" as of 30 April 1946:
10 Officers; 50 Enlisted men

c) Changes of Station: - Negative.

d) Losses: - Negative.

e) Awards and Decorations: - Negative

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64th Fighter Wing

April saw Wing personnel welcoming the advent of spring in traditional American fashion, with the opening of the softball season. The warmer weather fostered a spurt in athletic activity, with most personnel welcoming the opportunity to get outdoors.

At Schweinfurt Air Base, personnel of Det. "A" finally accomplished their mission of closing out the affairs of the 86th Fighter Group, and the detachment was officially disbanded effective 0001, 19 April 1946. By that time, the 355 Fighter Group and 441 Air Service Group had moved into the Base to take it over, having been transferred from 70th Fighter Wing for that purpose. Most of the personnel of Det. "A" were transferred out to the Groups, with a few coming to Wing Headquarters. Eight Officers and twenty-four EM currently on R & R leaves and re-enlistment furloughs were assigned to Hq Sqdn of Wing, where they will be carried until they resume their duties.

Similarly, 2 Officers and 18 EM of Detachment "B" who are also currently enjoying well-earned time in the Z of I were transferred to Hq Sqdn. Detachment "B" still continues on its mission of closing out the affairs of the tongune-twisting Herzogenaurach Air Base.

Pending further assignment, Col. John R. Ulricson, former Commanding Officer of Det. "A", was assigned to Hq Sqdn with him came Maj. John B. Folan, to be assigned as Ass't A-3.

Other staff changes saw Lt. Bernard L. Pearson assume the responsibility of Statistical Control Officer in place of Lt. Jim A. Coe, who had

been redeployed homeward. Lt. Pearson shouldered this increased responsibility even as he sweated out the arrival from the States of his charming wife, Virginia, who arrived in the last days of April. Mrs. Pearson had come over on the first shipload of dependents to reach Bremerhaven. In addition to making her husband happy, she made history as the first of the wives of Wing Hqs. officers to join her husband in the ETO.

The Wing Medical staff was augmented by the arrival of Lt. Reese R. Faucette, MAC, who joined the organization 11 April. However, the organization lost Lt. Jerome M. Kersting, former Wing Provost Marshal, who was assigned to 406th Fighter Group, joining Lientenants Jacob L. DeBoer and James ~~M.~~ E.J. Cashman there. The last two had been reassigned shortly after their return from leave. Lt. Burt Nelson was assigned to 346 Sig. Co Wing, but with this organization situated here at Bad Kissingen, the transfer involved very little difficulty for Lt. Nelson. Lt. David E. Lane was transferred to the 316th Station Complement Sqdn. and all the headaches that accrue toa Motor Pool Officer. With him to the Station Complement went four EM of Wing Hq. Lt. Wallace J. Bouffard returned from the Swiss-Rome tour to take off for Erlangen, there to be transformed into a civilian. Once the change is made, however, he will return to Bad Kissingen for duty. Lt. Joseph S. Dowell, Club Officer, became Mess Officer too when Lt. Anthony C. Perez was redeployed.

Gold bars were turned to silver during April for Lieutenants Donald G. Ford and Robert O. Geddes. Shortly thereafter, having been declared surplus as a Fighter Pilot, Lt. Ford began the trek back to the States along with five other

officers similarly surplus. Four officers and four EM met redeployment qualifications and took off for the Z of I.

Regular Army enlistments were completed by Pfc John R. Ellis and Pfc William A. McCaskill. Lt. Joseph Kohlenstein, Wing Public Relations Officer, completed the Regular Army exam at Munich.

Two EM left for 90 day reenlistment furloughs. S/Sgt Alexander Ozsvath, granted a 30 day reenlistment furlough, took it in Nancy, France, with his French wife.

One Officer and five EM took leave time in Switzerland in April, and two officers took the Swiss-Rome tour. Leave at the Riviera was enjoyed by three Wing Officers. Two Detachment "A" officers left for R & R leave in the States, as did Capt. Hansell H. Carter shortly after his assignment to Wing.

Pvt. Charles R. Falkenstine, of the Special Services Office, attended the Theatre Athletic School for seven days. However, the 64th Wing Softball season was begun without the necessity for any stimulation other than the desire of both Officers and EM for athletic activity. Relieved of the necessity to badger personnel into playing, Special Services did handsomely in providing guidance and equipment.

Although they entered into the occasions with all the will in the world, and even resorted to practice sessions when things got desperate, 64th Wing Officers went through the month without winning a ball game. This has undiscouraged, however, and they gallantly expect that further practice sessions will result in removing this blot from the escutcheon. The Wing EM, however,

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64th Fighter Wing

have been upholding Wing standards with success, having won three of their four games in April , beating the Wing Officers twice and the Military Police once, and losing only to the 346 Signal Co. Wing. In addition to losing two games to the Wing EM, the officers lost one to the XII TAC officers, in a game which featured as opposing participants Brigadier General Glenn O. Barcus, CG of XII TAC, and Brigadier General Ned Schramm, CG of 64th Fighter Wing.

General Schramm, doubling as pitcher or left fielder for the Wing team, has been a mainstay in all three games played by the Wing Officers. However, this did not forestall the comment made by General Barcus in the course of the third game with XII TAC: "Ned, you rascal! At your age - trying to beat out a bunt!"

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HISTORY

OF THE

64TH FIGHTER WING

CHAIN OF COMMAND

U.S.A.F.E.
XII TACTICAL AIR COMMAND
64TH FIGHTER WING

FROM

1 MAY 1946 TO 31 JULY 1946

BY

JOHN W. WINDSOR, CAPT., A.C., WING HISTORIAN

HQ. 64TH FIGHTER WING
APO 62 US ARMY
31 JULY 1946

RESTRICTED

64TH FIGHTER WING HISTORY

1 May to July 31, 1946

BAD KISSENGEN, GERMANY

Reports control symbol USAFE - H 1-07

Prepared by:

John W. Windsor
Wing Historian.
Capt. A.C.

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XII TACTICAL AIR COMMAND

64TH FIGHTER WING

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TABLE OF CONTENTS

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INSTALLMENT OF UNIT HISTORY FOR THE MONTHS OF MAY, JUNE AND JULY IS SUBMITTED IN COMPLIANCE WITH USAFE LETTER NO. 20-2. DATED 21 JANUARY 1946 SUBJECT, "PREPARATION OF UNIT HISTORIES".

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I ORGANIZATION

1. The current Table of Organization under which the 64th Fighter Wing is operating and the changes and data made effective are as follows:

Number 1 - 10 - 1S, 9 September 1944, as amended by modifying table dated 2 February 1946.

25 February 1946 by General Order #6 Hq 64th Ftr Wing dated 25 Feb 1946. Authorized Strength, 28 Officers and 49 Enlisted Men.

2. Strength: The total actual strength of this unit for May, June and July 1946 is as follows:

	May	June	July
Officers	59	55	60
Enlisted Men	117	114	137

3. Station Location: Bad Kissingen, Germany

4. Losses in Action: Negative

5. Awards and Decorations: Negative

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VI NARRATIVE

There were a number of important changes made in the personnel of Wing Headquarters during this period.

In the first part of May Colonel KYLE L. RIDDLE was made Chief of Staff of the 64th Fighter Wing.

On 16 May 1946 Major CHARLES W. MUNSEY was made Ass't Chief of Staff A-2.

Then in the latter part of the month Colonel HENRY W. DORR was made Deputy Commander of the Wing. After that there were many other changes of personnel, many of whom returned to the Zone of the Interior.

These changes of personnel worked many hardships on the remaining personnel. In many cases officers were required to carry several jobs than the main job to which they were assigned. But by tightening up just a little the Wing Headquarters was able to continue to carry out its mission.

The A-4 Section at this time was called upon to resubmit policies governing supply, housing and administration of military communities. Also a number of new policies were formulated due to the increase in demand for their facilities.

A closer control was initiated over vehicles in an effort to curb the unauthorized use of Army transportation. This was accomplished in establishing a consolidated motor pool for each station and a definite procedure was to be followed for the issuing of license plates for all authorized vehicles. Also a very vigorous program was conducted to eliminate all excess and obsolete aircraft for the bases of

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(Hq, 64th Ftr Wg) CONTINUED

the 64th Wing.

In the first part of June Colonel HENRY W. DORR assumed command of the 64th Wing. At approximately this time Lt Colonel WILLIAM W. - HOLMES was made Ass't Chief of Staff A-4. Lt Colonel WILLIAM J. - JOWDY became the Air Inspector. Lt Colonel FREDERICK W. SEARLES became Ass't Chief of Staff A-1. With the assigning of these key men the sections were started on the road to recovery. But these men were hampered in execution of their duties in that there were men continuously leaving.

The bases under the Wing still expected to come for their share of attention so to conduct the mission of the Wing there was many a night when the midnight oil was burned in the Wing Headquarters building.

Around the middle of June Lt THOMAS L. HELTON was very busy getting himself lined up on the German Youth Activities at the conference in Munich, and he has returned with valuable information to help him with his work.

Major MUNSEY attended an RAF Intelligence School in London, England. This school is teaching American Officers the mechanics of the English system to better facilitate the dissemination of information to both countries.

Another gunnery range was added at Nordholtz, Germany to the two we now have. This will be a big help in keeping all pilots proficient in their aerial gunnery.

Information and Education reports that at the end of June there were 406 personnel of this command attending off duty classes. Also

that there is a continuous effort to get more to attend.

The telephone system in the area of Bad Kissingen and subordinate bases have had so much heavy traffic that it has become necessary to incorporate a priorities system. This was set up by XII TAC under provisions of USAFE Regulations 100-21. Priority I and priority II were given to this Wing. Colonel DORR, our Commanding Officer, is the only person authorized to use priority I. The Ass't Chiefs of Staff, Air Inspector, Adjutant and Communications Officer, are authorized to use priority II. This system should aid in the transmission of calls to the lower units of the Wing, thereby decreasing the lag that had to be allowed for in the past.

The Wing Surgeon's office reported, at the end of the month of June, that our venereal disease rate has increased over the month of May. A number of things are being tried in an attempt to decrease the V-D rate in the Wing. New V-D slogans have been published in order that every man may become more V-D conscious and take greater care that he is not one of those who increases our V-D rate.

The first of July brought us many new happenings in the Wing.

The Air Inspector's team headed by Lt Colonel JOWDY made their Tri-Annual Inspection of Schweinfurt Army Air Field. Then Major EDWARDS visited Nordholtz Army Air Base and made an inspection. These inspections were the first of many that must and will be accomplished.

The Wing German Youth Activities Officer was very happy to report that the largest number of German youths ever to participate in local sports attended the first weeks class in July. He also reported that due to the

(hq, 64th Ftr Wg) CONTINUED

additional number of volley-ball courts now available more German youth than ever before are able to participate in American games.

Flying Safety tells us that an all out effort is being made to require the units under this command to pay more attention to safety. Our accident rate at the end of June was higher than that of the 70th Wing and XII TAC.

On the fourth of July a tactical air maneuver was flown with approximately eighty aircraft participating from this Wing. The formation flew over Schweinfurt, Bad Kissingen, Frankfurt and Heidelberg, arriving at Frankfurt at noon and then passing over the reviewing stand in front of the I. G. Farben building. The 64th Wing and the units under its command received a well done for their part in the celebration, of which we are all very proud.

The A-4 Section, headed by Lt Colonel HOLMES, is busy working on a number of projects. One of them is to see that all fighter bases maintained the proper number of droppable tanks which would be on hand at all times.

Another project is to see that all surplus L-5 aircraft is delivered to the 2nd Depot Unit at Goppingen, Germany as soon as possible. If the aircraft is not flyable, a request is to be submitted to the IX Air Force Service, requesting authority to dismantle and transport the aircraft by motor vehicle.

The Communications Section made their Tri-Annual inspection at Schweinfurt. Upon the completion of this inspection this section was assigned the mission of the coordination of the communications net in this headquarters. Its a slow process, but the work is progressing satisfactorily.

Capt GARD and Lt ALLEN of the Wing Statistical Control office visited the Headquarters at USAFE. Matters regarding reporting procedure and field trips were discussed.

Lt KOHLENSTEIN of Public Relations reports that his big problem during the first part of July was to obtain information on the list of Regular Army Commissions. The results were that the 64th Wing was the first unit at this station to notify officers of their nominations for appointments. Also, the Public Relations officer made a visit to Heidelberg, Frankfurt and Weisbaden to provide this unit with full coverage of the tour of General SPAATZ.

The Medical Section is still working hard to reduce the number of V-D cases. They sadly report that four new cases of V-D have developed during the first week of July. But the section is not letting down on its campaign. Advanced information has gone out in the form of suggestions to assist in making the Theater wide V-D campaign, which is from the 15th of July until the 15th of August, a success. Also, three films are now available to all units under the Wing on sex hygiene. This film must be shown during the above dates.

During the latter part of July the Air Inspector's Section made inspections of the 47th Liaison Squadron, 14th Liaison Squadron and Schweinfurt Army Air Base. After the members of the teams returned to the Base, they suggested forms for a set of Base Regulations which were reproduced and forwarded to the Commanding Officers of all Subordinate units.

Major MUNSEY, from the Intelligence Section, made an inspection at Fritzlar Army Air Base to determine how well security is being observed

on that base. As a result of the visit, charts were prepared for distribution to all units on "Safeguarding of Classified Documents". In addition to his other duties, Major MUNSEY was appointed Wing Legal Advisory Officer.

Plans and Training reports that a large school quota was given this Headquarters. The subjects offered were very extensive. The Wing, however, has not left all the schooling up to higher Headquarters. An Instrument Training School was started on 19th of July 1946. It was opened by an informal talk by Lt Colonel L. C. SELDEN, Ass't Chief of Staff A-3.

On 20 July, the day following the opening of our new school, an air maneuver was held. Participating units were the 406th and 355th Fighter Groups.

To keep all things equal and to show the Liaison Squadrons that they come in for their share of attention, a conference of all Liaison Squadron Commanders was held in Bad Kissingen. This meeting was called by Lt Col. L. C. SELDEN. A general discussion on all phases of clearance procedures was conducted. General BARCUS' letter on flying violations was discussed and specific violations were cited. All in all, every one seemed to derive a lot of good from the meeting.

To get along with this story, the Communications Section announced that a weather service had been inaugurated. Scheduled weather broadcasts will be made to all units in the 64th Fighter Wing.

Now to bring our story to a close for this period we will have a word from our Medical Department.

The first item is that we lost our Wing Surgeon, Major P. B. WATKINS,

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(Hq, 64th Ftr Wg) CONTINUED

to the Zone of the Interior. The second item, which is still foremost in the minds of everyone, is the V-D rate. V-D is still on the increase in spite of the continued effort of all units to stamp it out. However, the medics have not stopped their drive against this disease. New posters are being made. A meeting of all V-D control personnel is being held. It is hoped, that before long, the situation which now exists, will be remedied.

III STATISTICS

(1) V-D RATES

May	June	July	
0	73.03	72.20	GTO 253.76

(2)

	May	June	July
AIRCRAFT ASSIGNED	9	10	14
AIRCRAFT IN COMMISSION	7	6	8

(3)

FLYING TIME (hours)			
TOTAL	172	261	392
TRAINING	172	43	88

(4)

FLYING TIME PER PILOT	6.4	13.7	12.3

IV PRESS RELEASES AND PHOTOGRAPHS

Negative.

(Hq, 64th Ftr Wg) CONTINUED

V APPENDIX AND SUPPORTING DATA

1. General Orders #19, Headquarters 64th Fighter Wing
2. General Orders #17, Headquarters 64th Fighter Wing
3. General Orders #14, Headquarters 64th Fighter Wing
4. General Orders #21, Headquarters 64th Fighter Wing
5. Monthly Statistical Summary, 64th Fighter Wing - June and July.

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R E S T R I C T E D

HEADQUARTERS
64TH FIGHTER WING
APO 62

GENERAL ORDERS
NUMBER 14

7 May 1946

ANNOUNCEMENT OF STAFF ASSIGNMENT

COLONEL KYLE L. RIDDLE, 0356174, Air Corps, is announced as Chief of Staff this headquarters, vice LIEUTENANT COLONEL ROBERT C. BROWN, 0417683, Air Corps, relieved.

BY COMMAND OF BRIGADIER GENERAL SCHRAMM:

KYLE L. RIDDLE
Col, Air Corps
Chief of Staff

OFFICIAL:

ORRIN P CALDWELL
Capt, Signal Corps
Adjutant

DISTRIBUTION: "A"

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HEADQUARTERS
64TH FIGHTER WING
APO 62

GENERAL ORDERS
NUMBER [illegible]

16 May 1946

ANNOUNCEMENT OF STAFF ASSIGNMENT

MAJOR CHARLES [illegible], 0392555, Air Corps, is announced as Assistant Chief of Staff A-2 this headquarters vice FIRST LIEUTENANT [illegible], [illegible], Air Corps, relieved.

BY COMMAND OF BRIGADIER GENERAL [illegible]:

OFFICIAL:

Carl P Caldwell
CARL P CALDWELL
Capt, Signal Corps
Adjutant

[illegible] L [illegible]
Col, Air Corps
Chief of Staff

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R E S T R I C T E D

HEADQUARTERS
64TH FIGHTER WING
APO 62

GENERAL ORDERS
NUMBER 19

27 May 1946

ANNOUNCEMENT OF STAFF ASSIGNMENT

COLONEL (RA) [illegible] W. DORR RA016727, AIR CORPS, is announced as Deputy Commander, 64th Fighter Wing as of 27 May 1946.

BY COMMAND OF BRIGADIER GENERAL SCHRAMM:

KYLE L. RIDDLE,
Colonel, Air Corps,
Chief of Staff.

OFFICIAL:

ORRIN P. CALDWELL,
Captain, Signal Corps,
Adjutant.

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HEADQUARTERS
[illegible] FIGHTER WING
APO [illegible] 62

[illegible] June 1946

GENERAL ORDERS)
NUMBER [illegible])

ANNOUNCEMENT OF STAFF ASSIGNMENT

1. LIEUTENANT COLONEL [illegible], 0354[illegible], Air Corps, is announced as Assistant Chief of Staff [illegible] this Headquarters vice [illegible] CONNELLY, 0243[illegible], Air Corps, relieved.

2. LIEUTENANT COLONEL [illegible], 03[illegible], Air Corps, is announced as Air Inspector this Headquarters vice [illegible] B EDWARDS, 025555, Air Corps, relieved.

3. LIEUTENANT COLONEL [illegible], 0342685, Air Corps, is announced as Assistant Chief of Staff A-1 this Headquarters vice CAPTAIN WILLIAM O POINTER, 0564052, Air Corps, relieved. Effective 8 June 1946

BY ORDER OF COLONEL [illegible]:

[illegible] L [illegible]IDDLE
Col, Air Corps
Chief of Staff

OFFICIAL:

[illegible]
Capt, Sig Corps
Adjutant

DISTRIBUTION: [illegible]

R E S T R I C T E D

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MONTHLY
STATISTICAL
SUMMARY
JUN 1946
64TH FIGHTER WING
RESTRICTED

HIGHLIGHTS OF THE MONTH

JUNE 1946

1. Organization. The 562nd AAF Band was deactivated effective 29 June. '46.

On 5 June C Flight of the 47th Liaison Sq moved from Salzburg to Wiesbaden and D Flight moved from Vienna to Wiesbaden.

Effective 24 June A Flight of the 7th Liaison Sq moved from Rebstock to Heidelberg. Headquarters, A and B Flights of the 47th Liaison Sq moved from Wiesbaden to Rebstock, C Flight from Wiesbaden to Friedberg and D Flight from Wiesbaden to Bremen.

2. Personnel. Officer strength of the Wing declined from 541 at 31 May to 423 at 30 June, while enlisted strength increased from 2333 to 3128. Ineffectives at 28 June numbered 81 officers and 314 enlisted men. Civilian personnel strength increased from 3211 at 31 May to 3288 at 30 June.

3. Operations. Aircraft assigned at 31 May numbered 527 tactical and 141 administrative of which 146 tactical and 32 administrative were flyable. At 30 June the figures were 370 tactical and 73 administrative assigned of which 149 tactical and 33 administrative were flyable. Aircraft salvaged during the month numbered 231.

Flying time totaled 2927 hours for June as against 4242 hours in May. Average time per assigned pilot, however was 10½ hours in June against 10 hours in May.



HEADQUARTERS 64TH FIGHTER WING

TENTATIVE ORGANIZATION CHART

30 JUNE 1946

- COMMANDING OFFICER
  - STATISTICAL CONTROL
  - AIR INSPECTOR
  - CHIEF OF STAFF
    - A - 1
      - PERSONNEL
      - MILITARY
      - CIVILIAN
      - GROUND SAFETY
      - PERSONAL SERVICES
      - SPECIAL SERVICE
      - GERMAN YOUTH ACTIVITIES
      - INFORMATION & EDUCATION
    - A - 2
      - OPERATIONAL INTELLIGENCE TRAINING
      - SECURITY
      - PROVOST MARSHAL
    - A - 3
      - FLYING CONTROL
      - FLYING SAFETY
      - TRAINING
      - MOVEMENTS
      - OPERATIONS
      - BILLETING OFFICER
    - A - 4
      - MAINTENANCE
      - SUPPLY
      - BUDGET & FISCAL
      - ICC COORDINATOR
    - HQ SQDN
    - 346 S.C.W.
    - MEDICAL
    - PUBLIC RELATIONS
    - COMMUNICATIONS
    - ADJUTANT

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ORDER OF BATTLE AND ROSTER OF KEY OFFICERS AS OF 30 JUNE 1946

Unit	Commander
Schweinfurt Air Base, (APO 62)	
355th Fighter Group	Col Carroll W. McColpin
354th Fighter Squadron	
357th Fighter Squadron	
56th Weather Recon Sq	
441st Air Service Group	Lt Col William P. McBride
641st Air Materiel Sq	
827th Air Engineering Sq	
29th Tow Target Squadron	Maj Leonard Kaufmann, Jr.
64th Fighter Wing Flight Section	
1711th Labor Supervision Co.	
4710th Labor Service Co.	
Fritzlar Air Base: (APO 110)	
366th Fighter Group	Col C.T. Edwinson
389th Fighter Squadron	
390th Fighter Squadron	
391st Fighter Squadron	
475th Air Service Group	Maj James W. Williams
717th Air Materiel Sq	
893rd Air Engineering Sq	
417th Night Fighter Squadron	Maj John M. Konesky
110th Army Postal Unit	
1513th Labor Supervision Company	
8442nd Labor Service Company	
Nordholz Air Base: (APO 69)	
406th Fighter Group	Col Earle H. Dunham
512th Fighter Squadron	
513th Fighter Squadron	
514th Fighter Squadron	
486th Air Service Group	Major Kenneth J. Schultz
728th Air Material Sq	
904th Air Engineering Sq	
1577th Labor Supervision Company	
4718th Labor Service Company	

ORDER OF BATTLE AND [illegible] AS OF 30 [illegible] (CONT'D)

Heidelberg (APO [illegible])
7th Liaison Squadron — Maj Frederick [illegible]

Bamberg (APO [illegible])
14th Liaison Squadron — Capt Anthony R. [illegible]

Robstock (APO 757)
47th Liaison Squadron (Flt A&B) — Maj Eugene O'Brien

Friedburg (APO 807)
47th Liaison Squadron (Flt C)

Bremen (APO 69)
47th Liaison Squadron (Flt D)

Bad Kissingen (APO 62)
HQ & HQ Sq. 64th Fighter Wing — Lt Joseph C. Silve
346th Signal Company, Wing

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MILITARY PERSONNEL STRENGTH AS OF 10 JULY 1946

	Officers		Enlisted		Total	
	Atd	Asgd	Atd	Asgd	Atd	Asgd
355th Fighter Group	132	70	451	225	583	295
441st Air Service Group	50	26	680	543	730	569
29th Tow Target Sq	15	12	96	92	111	104
4711th Labor Supv Co	2	2	7	4	9	6
4740th Labor Supv Co	2		7		9	
Total Schweinfurt AB	[illegible]	[illegible]	[illegible]	[illegible]	1442	974
366th Fighter Group	112	71	336	339	448	410
435th Air Service Group	50	26	680	688	730	714
417th Night Fighter Sq	38	20	180	123	218	143
1519th Labor Supv Co	2	1	7	7	9	8
6942nd Labor Serv Co	2		7		9	
110th Army Postal Unit	1	1	11	12	12	13
Total Fritzlar AB	205	119	1221	1149	1426	1268
406th Fighter Group	112	62	336	258	[illegible]	320
456th Air Service Gp	50	20	680	535	730	554
1577th Labor Supv Co	2	2	7	12	9	14
4718th Labor Serv Co	2		7		9	
Total Nordholz AB	166	[illegible]	1030	705	1196	888
7th Liaison Squadron	11	19	102	68	113	87
[illegible] Liaison Squadron	11	11	102	109	113	120
47th Liaison Squadron	11	22	102	70	113	92
Hq & Hq Sq, 64th Ftr Wg	28	53	49	113	77	166
316th Signal Co Wing	3	3	86	51	89	54
TOTAL 64TH FIGHTER WING	636	419	3933	3130	4569	3549

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CIVILIAN PERSONNEL STRENGTH AS OF 25 JUNE 1946

	AUTHORIZED	ASSIGNED	FORECAST 4 MOS	FORECAST 8 MOS
Schweinfurt Air Base	734	[illegible]	841	846
Fritzlar Air Base	715	998	910	815
Nordholz Air Base	1309	1428	1150	1000
7th Liaison Sq	21	30	30	30
47th Liaison Sq	23	17	23	23
Total:	[illegible]	[illegible]	[illegible]	2714

25 MAY 1946

Schweinfurt Air Base	734	794	845	845
Fritzlar Air Base	713	947	600	500
Nordholz Air Base	1309	1419	1550	1700
7th Liaison Sq	21	30	30	30
47th Liaison Sq	23	21	23	23
Total:	2800	3211	3048	3098

FLYING SAFETY - JUNE

1. Accidents for month of June were as follows:

a. 7th Liaison. L-5. Take-off. Engine cut out. 1/3 carburetor heat on but this is a questionable factor as other L-5's checked O.K. under same condition. Major Damage.

b. 29th Tow Target. A-26. Landing. Landed on wet 3900 foot runway. [illegible] [illegible] for [illegible] feet on wet runway. Emergency braking procedure used too late. Major Damage.

c. 366th Ftr Gp. P-47. Landing. Landing gear unable to be lowered. Emergency procedures failed. Pilot used up gas before bellying in. Major Damage.

d. 366th Ftr Gp. P-47. Landing. Prop ran away on downwind leg. Could not get into landing strip so landed in adjacent field. Traffic pattern altitude has been raised. Major Damage.

e. 366th Ftr Gp. P-47. Landing. Experienced pilot had blowout on wet P.S.P. runway. Could not hold direction. Ran off runway and flipped over on back. Major Damage to A.C. Minor Injuries to pilot.

f. 366th Ftr.Gp. P-47. Landing. Pilot made three attempts at landing. [illegible] was on third. Ran off runway, aircraft tipped forward and nicked prop. Major Damage.

2. Unofficial analysis of responsibility percentages assigned by A-3 section is:

Pilot Error - 33%
Power Plant - 17%
Material - 37½%
Runway Condition - 12½%

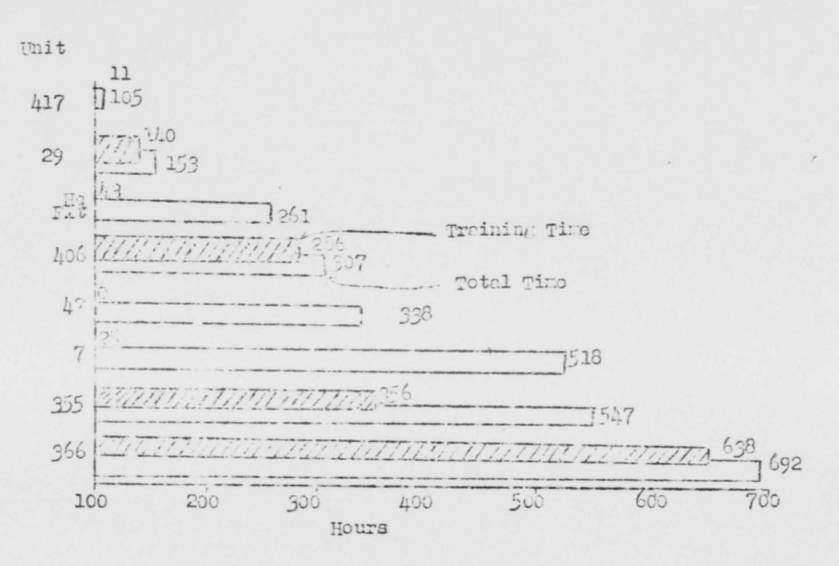
3. Accidents were 83 1/3% landing, 16 2/3 % take-off.

4. 2917 hours flown in June.
6 Accidents.
2.06 Accident Rate.

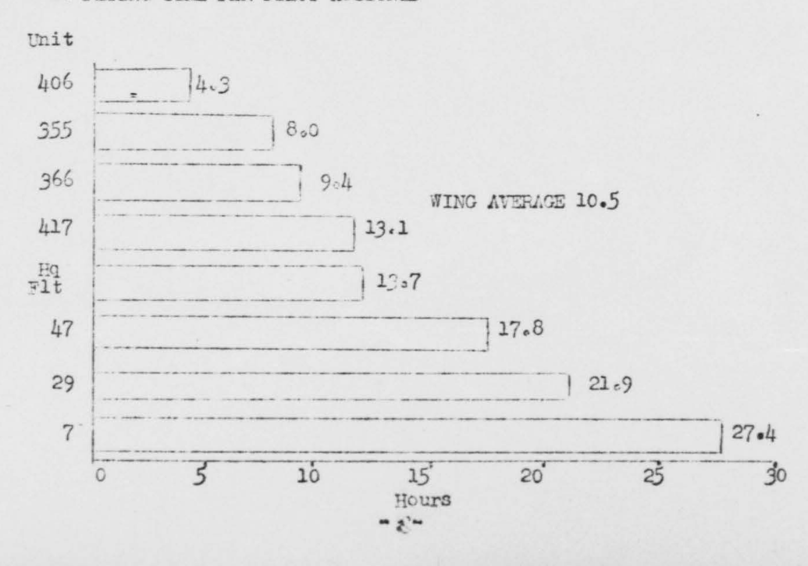
5. No fatalities.

MONTHLY AIRCRAFT ACTIVITIES SUMMARY JUNE 1946

1. FLYING TIME.



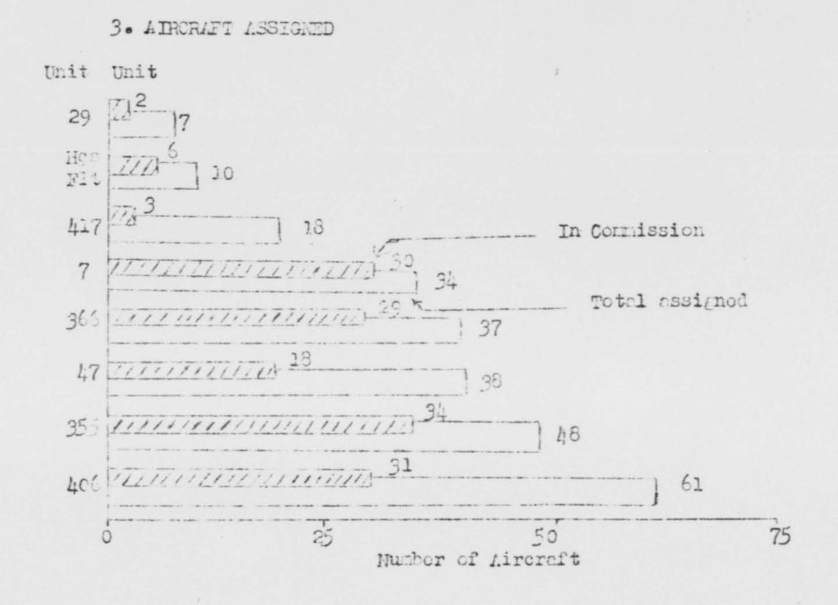
2. FLYING TIME PER PILOT ASSIGNED

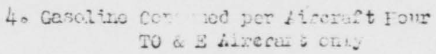


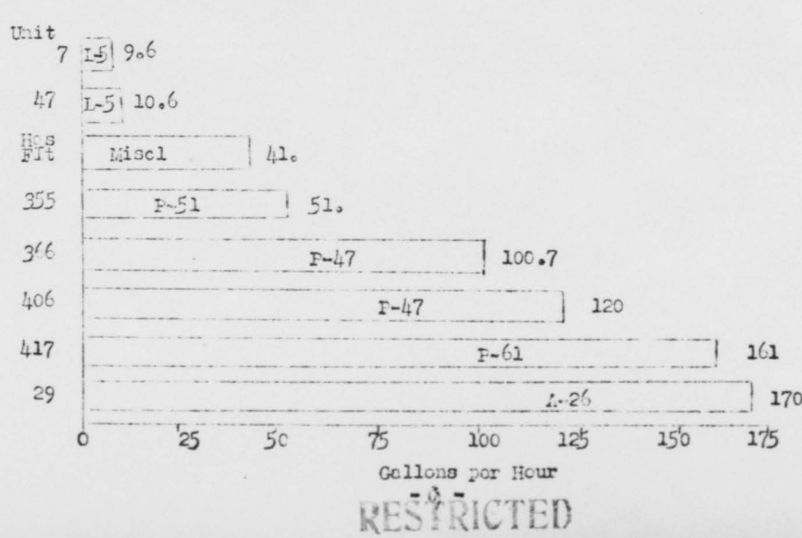
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MONTHLY AIRCRAFT ACTIVITIES SUMMARY JUNE 1946

3. AIRCRAFT ASSIGNED

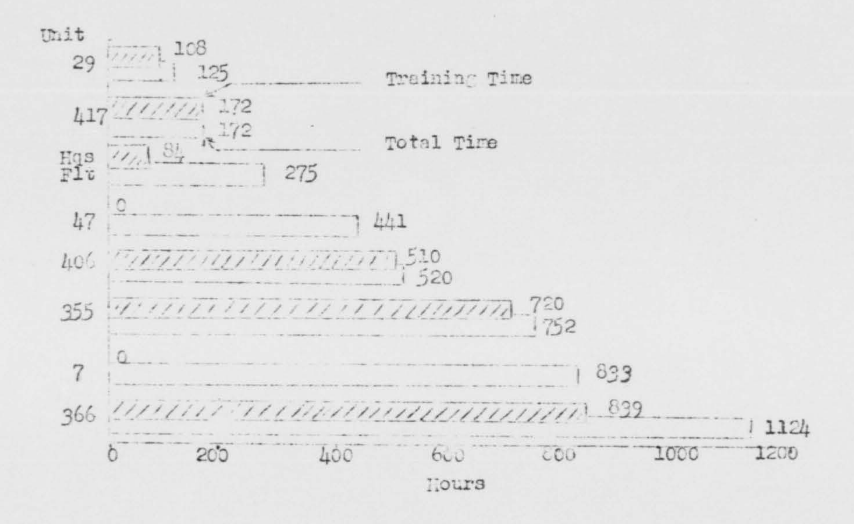



4. Gasoline Consumed per Aircraft Hour
TO & E Aircraft only

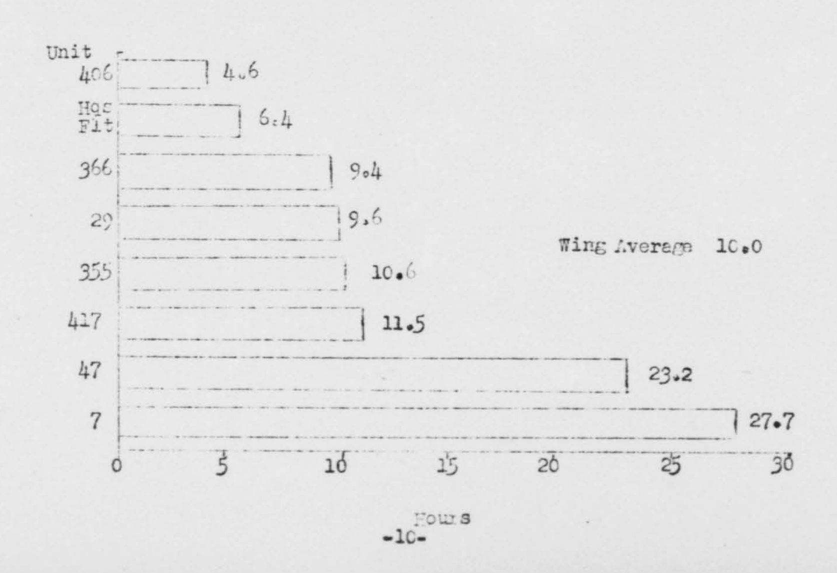


MONTHLY AIRCRAFT ACTIVITIES SUMMARY MAY 1946

1. FLYING TIME.

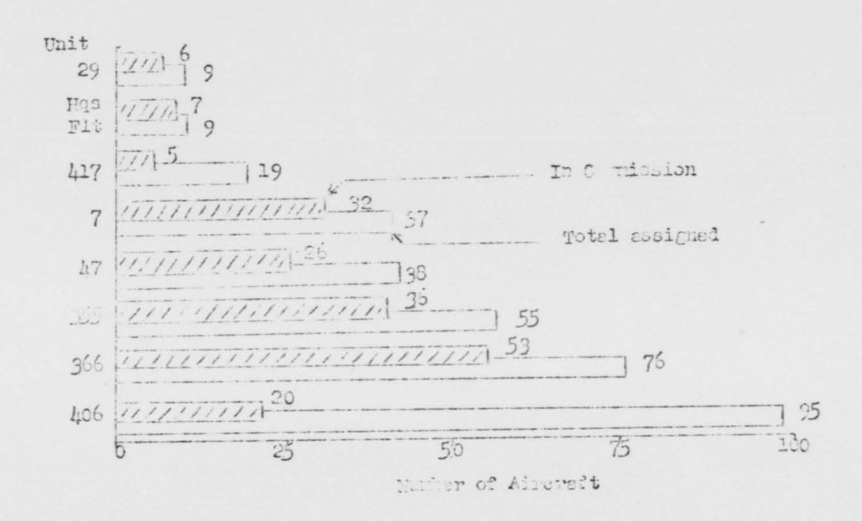


2. Flying Time per pilot assigned.

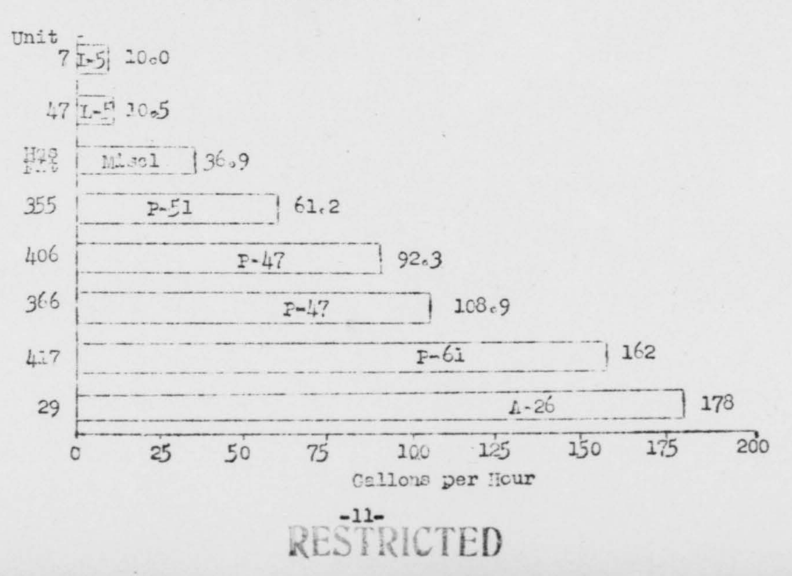


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3. AIRCRAFT ASSIGNED.



4. Gasoline Consumed per Aircraft Hour.
TO&E Aircraft only.



MEDICAL DATA, JUNE 1946

Organization	*Total Adm		Venereal	
	No.	**R/T/A	No.	R/T/A
Hq and Hq Sq	x	x	1	72.22
346th Sg. Co.	x	x		
Nordholz AAB	47	679.64	12	173.53
Fritzlar AAB	15	151.40	12	121.12
Schweinfurt AAB	33	442.68	13	174.23
7th Lia. Sq.	x	x		
14th Lia Sq	x	x		
47th Lia Sq	x	x		
Total 64th Wing	95	336.79	38	134.71

* Total Adm. refers to the total admissions to the dispensaries within the wing for treatment for diseases injuries.

** R/T/A refers to the monthly rate per thousand per annum.

COMPARATIVE VD RATES

Organization	April	May	June
64th F. Wing	73.63	54.01	132.72
XII TAC	86.06	66.55	121.53
USAFE	*		219.57
ETO			253.76

* Figures not available at this HQ.

MEDICAL DEPT ROSTER

Base	Authorized Str.					Assigned Str.				
	MC	DC	MAC	EM	Tot	MC	DC	MAC	EM	TOT
Bad Kissingen	1			2	3			1	2	3
Nordholz	5	1	7	13	26	2	1	1	13	17
Fritzlar	6	1	3	22	32	2	1	1	19	23
Schweinfurt	5	1	7	18	26	1	1	1	16	19
Total Wg.	17	3	7	60	87	5	3	4	50	62

BASE CONSTRUCTION AND MAINTENANCE PROJECTS
as of 12 July 1946

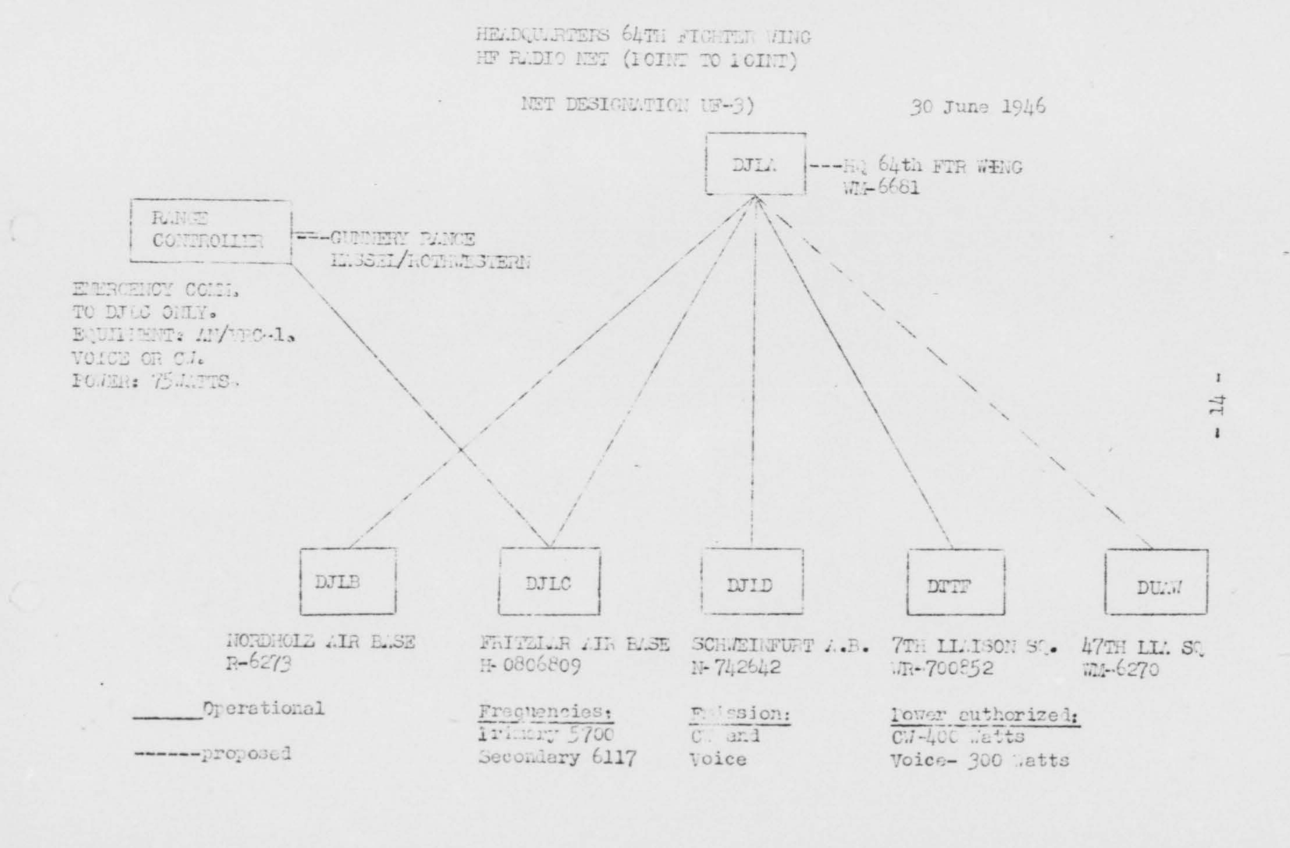
NORDHOLZ AIR BASE	APPROVED	MIL PERS	CIV PERS	MIL SUPERVISING	% COMPLETE	DAYS SINCE STARTED
1. Airfield Maintenance	yes	10	119	10	19%	62
2. Repair of runways, taxiways & roads	yes		19	3	35%	86
3. Construction of chapel	yes		10	1	3%	36
4. Improvement of Communal Facilities	yes		62	4	30%	42
SCHWEINFURT AIR BASE						
1. Airfield Maintenance	yes		331	7	25%	100
2. Const. 5 mi fence around base	yes		70	1	44%	71
3. Construct 4 mi. permanent roads	yes	(awaiting completion of fence)				
4. Resurface 3 miles of roads	yes		15	1	10%	25
5. Construct. bomb Storage dump	yes		4		[illegible]	10
6. Repairing R.C. building	yes		20		10%	90
FRITZLAR AIR BASE						
1. Airfield Maintenance	yes	13	143	14		
2. Repairing R.C. building	yes		33		85%	61
3. Rbuilding for EM Mess	yes		29		60%	30
4. Const IX Building	yes		10		2%	30
5. Imp. Communal Fac.	yes	5	21	2	50%	80
6. Const Perimeter Fence	yes		15		85%	80
7. Remove Debris from hangars	yes		54		5%	15

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HIGHLIGHTS OF THE MONTH

[illegible]

1. Organization.

a. The 110th Army Postal Unit was inactivated effective 25 July.

b. The 355th Fighter Group was returned to the Zone of Interior less personnel and equipment effective 31 July. Personnel was absorbed by the Hq and Base Service Sq. 441st Air Service Group.

c. The 14th Liaison Sq. stationed at Bamberg, was assigned to 64th Fighter Wing effective 10 July.

d. The 346th Signal Co. Wing was redesignated effective 31 July as the 20th AAF Communications Sq. Wing, and reorganized with a strength of [illegible] officers and 89 enlisted men.

e. Net effect of these changes on Wing authorized strength was to decrease the officer authorization from 625 to 508 and enlisted authorization from 3831 to 3474.

2. Personnel[illegible] Officer strength of the Wing increased from 423 at 30 June to 430 at 31 July and was 84 percent of authorized, as against 68 percent of authorized at 30 June. Enlisted strength increased from 3128 at 30 June to 3349 at 31 July, becoming 96 percent of authorized as against 82 percent at 30 June. Ineffectives at 31 July totaled 54 officers and 316 enlisted men, or 11 percent and 9 percent of assigned strength, as against 19 percent for officers and 10 percent for enlisted men at 30 June.

3. Operations.

a. Aircraft assigned at 31 July numbered 291 tactical and 87 administrative of which 176 tactical and 33 administrative were flyable. At 30 June the figures were 370 tactical and 73 administrative assigned, of which 149 tactical and 33 administrative were flyable. Aircraft salvaged during the month totaled 120.

b. Flying time totaled 6328 hours as against 2927 hours in June. Average time per assigned pilot was 19.4 hours compared with 10.5 hours in June.

c. The Wing aircraft accident rate declined from 2.06 in June to .31. This was below the XII TAC rate of .57. In June the Wing rate of 2.06 was above the XII TAC rate of 1.60.

ORDER OF BATTLE AND ROSTER OF [illegible] OFFICERS AS OF 31 JULY 1946

Unit	Commander
Schweinfurt Air Base (APO 62)	Col. Carroll W. McColpin, Base Cmdr
441st Air Service Group	Col. Junius W. Dennison
641st Air Material Sq	
817th Air Engineering Sq	
29th Tow Target Squadron	Major Leonard Kaufmann, Jr.
64th Fighter Wing Flight Section	
171[illegible]th Labor Supervision Co.	
47[illegible]th Labor Service Co.	
Fritzlar Air Base (APO 171)	
36[illegible]th Fighter Group	Col. C.T. Edwinson, Base Comdr,
389th Fighter Squadron	Lt. Col. Ansel J. Wheeler (Deputy)
390th Fighter Squadron	
391st Fighter Squadron	
475th Air Service Group	Maj. Edmund D. Griffin
7[illegible]7th Air Material Sq	
893rd Air Engineering Sq	
417th Night Fighter Sq	Maj. John M. Konosky
1513th Labor Supervision Company	
8442nd Labor Service Company	
Nordholz Air Base (APO 69)	
406th Fighter Group	Col. Earle H. Dunham, Base Cmdr.
512th Fighter Sq	Lt. Col. Earl D. Duncan (Deputy)
513th Fighter Sq	
514th Fighter Sq	
486th Air Service Group	Lt. Col. John J. Smith
7[illegible]3th Air Material Sq	
9[illegible]4th Air Engineering Sq	
157[illegible]th Labor Supervision Company	
471[illegible]th Labor Service Company	

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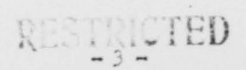
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(ORDER OF BATTLE AND ROSTER OF [illegible] OFFICERS AS OF 31 JULY 1946) (CONT'D)

Unit	Officer
Heidelberg (APO [illegible])	
7th Liaison Squadron	Maj. Frederick O'Brien
Bamberg (APO 139)	Capt. Anthony R. Durante
[illegible] Liaison Squadron	
[illegible] (APO 757)	
47th Liaison Squadron (Flt A-B)	Maj. Eugene O'Brien
Friedburg (APO 807)	
47th Liaison Squadron (Flt C)	
Bremen (APO 69)	
47th Liaison Squadron (Flt D)	
Bad Kissingen (APO 62)	
Hq & Hq Sq, 64th Fighter Wing	Lt. Joseph C. Silva
20th Comm. Sq, Wing	



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MILITARY PERSONNEL STRENGTH AS OF 31 JULY 1946

	Officers		Enlisted		Total	
	Atzd	Asgd	Atzd	Asgd	Atzd	Asgd
441st Air Service Group	50	68	680	774	730	862
29th Tow Target Sq	15	12	96	85	111	97
1711th Labor Serv Co	2	2	7	5	9	7
4710th Labor Serv Co	2		7		9	
Total Schweinfurt Air Base:	69	102	790	864	859	966
366th Fighter Group	112	70	336	333	448	403
475th Air Service Group	50	26	680	709	730	735
417th Night Fighter Sq	38	17	180	132	218	149
1513th Labor Supv Co	2	1	7	7	9	8
8442nd Labor Serv Co	2		7		9	
Total Fritzlar Air Base:	204	114	1210	1181	[illegible]	1295
406th Fighter Group	112	63	336	279	448	342
486th Air Service Group	50	36	680	538	730	574
1577th Labor Supv Co	2	1	7	12	9	13
4716th Labor Serv Co	2		7		9	
Total Nordholz Air Base:	166	100	1030	829	1196	929
7th Liaison Sq	11	19	102	77	113	96
14th Liaison Sq	11	18	102	107	113	125
47th Liaison Sq	11	22	102	75	113	97
Hq & Hq Sq, 64th Fighter Wing	28	60	49	137	77	197
20th AAF Comm Sq	8	3	89	49	97	52
Total 64th Fighter Wing	508	438	3474	3319	3982	3757

MILITARY PERSONNEL STRENGTH BY GRADE
31 JULY 1946

OFFICERS

	AUTHORIZED	ASSIGNED	OVER	SHORT
General	1			1
Colonel	6	7	1	
Lt Colonel	21	14		7
Major	48	41		7
Captain	155	68		87
First Lieutenant	154	193	39	
Second Lieutenant	114	99		15
Flight Officer		9	9	
Chief Warrant Officer	3	3		
Warrant Officer J.G.	6	4		2
Total:	508	438		70

ENLISTED MEN

	AUTHORIZED	ASSIGNED	OVER	SHORT
Master Sergeant	133	122		11
Technical Sergeant	168	101		67
Staff Sergeant	711	234		477
Sergeant	822	435		387
Corporal	955	827		128
Private First Class	385	1201	816	
Private	300	399	99	
Total:	3474	3319		155

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SUMMARY OF FLYING TIME - JULY 1946

BY TYPE AIRCRAFT

	ADM	OPER	FLY PROF	TRAIN	TRANS	TOTAL
P-47	1	92	441	1808	81	2423
P-51			110	675		785
A-26	35		50	274	15	374
AT-6	7		112	124	11	254
P-61		8	86	98	7	199
L-5	645	50	326	231	924	2176
C-45			40	5	21	66
C-47			1	2	48	51
TOTAL	688	150	1166	3217	1107	6328

BY UNIT

	ADM	OPER	FLY PROF	TRAIN	TRANS	TOTAL
Hq Flt, 64th Ftr Wg	30		193	88	81	392
355th Ftr Gp	73		188	680		941
366th Ftr Gp	1	54	23	1643	89	1810
406th Ftr Gp		38	465	290		793
29th Tow Target Sq	10	6	23	254	9	302
7th Liaison Sq	80	16	84	36	509	725
14th Liaison Sq	445	22		128		595
47th Liaison Sq	49		100		412	561
417th Nite Ftr Sq		14	90	98	7	209
Total 64th Ftr Wg.	688	150	1166	3217	1107	6328

FLYING SAFETY - JULY 1946

1. Accidents for month of July were as follows.

a. 355th Fighter Group. [illegible] Air Base, P-51. Pilot doing aerobatics spun out at [illegible] feet, [illegible] recovered and spun to 1500 feet where he abandoned. Pilot error (poor recovery technique). Complete wrecks.

b. 406th Fighter Group. Nordholz Air Base. Pilot could not lower both wheels. After all emergency procedures had failed he made a belly landing. Mechanical failure (landing gear). Aircraft can be repaired.

2. Unofficial analysis of responsibility percentages as assigned by A-3 Section for total accidents:

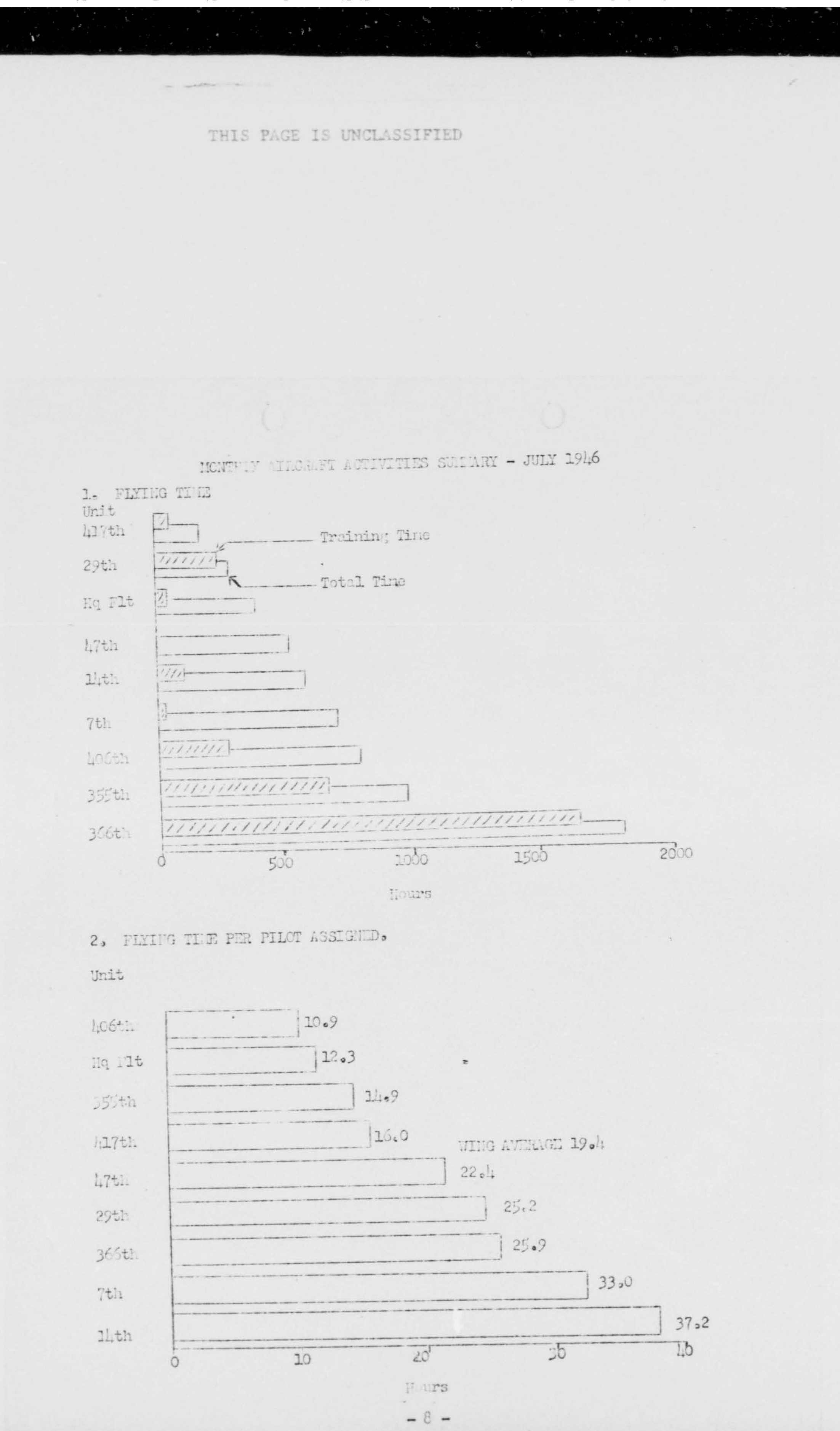
Pilot error 50%
Mechanical Failure 50%

Accidents were 50 percent in flight, 50 percent landing.

3. There were no fatalities, major or minor injuries to personnel.

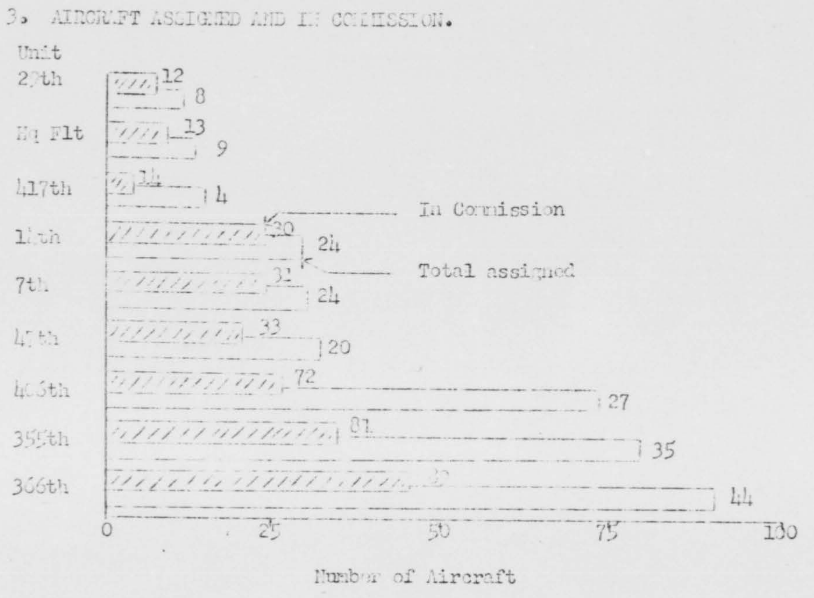
4. Flying time amounted to 6328 hours, giving a rate of .31 accidents per 1000 flying hours. The two-month rate (June-July) was .37 and the rates for the past seven months for 64th Wing and XII TAC follow:

	64th Fighter Wing			XII TAC		
1946	Hours	Acc.	Rate	Hours	Acc.	Rate
Jan	2824	7	1.92	6582	8	1.22
Feb	1962	2	1.02	5165	4	.77
Mar	2842	2	.70	9[illegible]4	10	1.09
Apr	4046	2	.50	12[illegible]	11	.89
May	4242	2	.48	11[illegible]7	8	.72
June	2917	6	2.06	8095	13	1.60
July	6328	2	.31	13979	8	.57
Total:	25161	23	.92	66491	62	.93

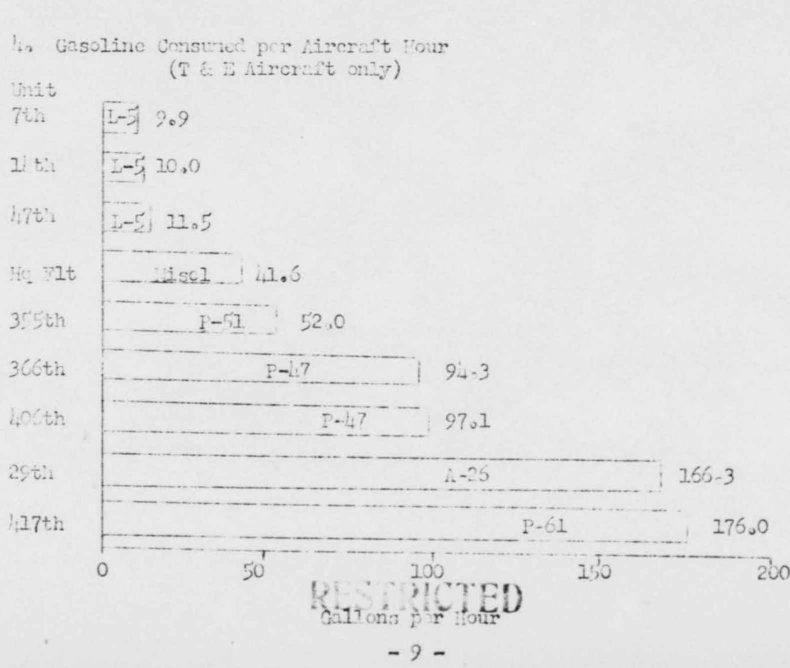


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3. AIRCRAFT ASSIGNED AND IN COMMISSION.



4. Gasoline Consumed per Aircraft Hour
(T & E Aircraft only)



GROUND SAFETY - JULY 1946

ACCIDENTS RESULTING IN INJURIES BY AGENCY

	Total No.	Handling Material	Vehicle	Military Accident Rate
Fritzlar	1		1	2.50
Nordholz	1	1		3.48
Schweinfurt				
47th Liaison Sq				
7th Liaison Sq				
14th Liaison Sq				

VEHICLE ACCIDENTS

	Total No.	Dmage to Gov.Prop.	Miles driven	Vehicle Accident Rate
Fritzlar	2	2	55,000	3.63
Nordholz	5	5	136,096	3.67
Schweinfurt	4	4	125,416	3.19
47th Liaison Sq	1	1	48,260	2.09
7th Liaison Sq			20,000	
14th Liaison Sq	1	1	25,500	3.92

Motor vehicle Acc.Rate = $\frac{\text{Total No. Vehicle Accidents x 100.000}}{\text{Total No. Miles driven}}$

Military Acc.Rate = $\frac{\text{Number of disabling injuries x 100,000}}{\text{Total man, days of exposure}}$

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SPECIAL SERVICES REVIEW

1. Schweinfurt Air Base. During the month of July, Schweinfurt Air Base had a total number of 16mm motion pictures of 28, with a sum total attendance of 95[illegible]. Facilities for athletic activities are as follows: 2 softball diamonds 1 track.

Total participants in the various athletic activities were 105, and 500 spectators.

2. Fritzlar Air Base had 65 motion pictures showings during the month, and an attendance of [illegible]. Existing athletic facilities are: 1 baseball diamond, 2 softball diamonds, with 1 under construction, 1 basketball diamond (under construction), 4 volleyball courts, 1 tennis court, 6 horseshoe pits, 1 track, 1 outdoor swimming pool.

Fritzlar Air Base also had 3 live shows during the month with an average attendance of 150 for each performance.

3. Nordholz Air Base had 38 movie showings (35mm) with a total attendance of 9005. Had 6 Variety shows with an average attendance of 400. They have a five piece Band which plays at the weekly dance and the attendance there is also 400. Existing athletic facilities are: 2 baseball diamonds, 2 softball diamonds, 1 football field, 1 indoor basketball court, 7 volleyball courts, 2 tennis courts, 2 horseshoe pitts, 1 track, 1 outdoor swimming pool, 1 badminton court.

This base has one organized library with 3152 volumes.

4. 7th Liaison Squadron, (Heidelberg) had 25 16mm film showings and attendance of 1025 for the month of July. Have a full stocked library with 1300 volumes. Recreational facilities are: 1 day room, 4 clubs, 3 theaters, 2 softball diamonds, 1 indoor swimming pool, 1 outdoor swimming pool. The facilities of the 3rd Army are enjoyed by members of this unit.

5. 47th Liaison Squadron, (Frankfurt) has the facilities of the Hq Comd, USFET.

6. 14th Liaison Squadron (Bamberg) has the facilities of the Hq Constabulary Command.

MEDICAL DATA, JULY 1946

Organization	[illegible] No. R/T/A		Venereal No. R/T/A	
Hq and Hq Sq	x	x	1	72.22
20th Comm. Sq, Wing	x	x		
Nordholz AAB	47	679.64	12	173.53
Fritzlar AAB	15	151.40	12	121.12
Schweinfurt AAB	33	442.68	13	174.23
7th Lia. Sq.	x	x		
14th Lia. Sq.	x	x		
47th Lia. Sq.	x	x		
Total 64th Wing:	95	336.79	38	134.71

* Total Adm. refers to the total admissions to the dispensaries whithin the Wing for treatment for diseases injuries.

** R/T/A refers to the monthly rate per thousand per annum.

COMPARATIVE VD RATES

Organization	April	May	June	July
64th Ftr. Wg.	73.63	54.01	132.72	131.96
XII TAC	86.06	88.35	121.53	111.22
USAFE	*		219.57	
ETO			253.76	
70th Ftr. Wing	79.40	119.20	94.12	94.84

* Figures not available at this Hq.

MEDICAL DEPT ROSTER

Base	Authorized Str.					Assigned Str.				
	MC	DC	MAC	EM	TOT	MC	DC	MAC	EM	TOT
Bad Kissingen	1			2	3			1	2	3
Nordholz	5	1	2	18	26	2	1	1	13	17
Fritzlar	6	1	3	22	32	2	1	1	19	23
Schweinfurt	5	1	2	18	26	1	1	1	16	19
Total Wing	17	3	7	60	87	5	3	4	50	62

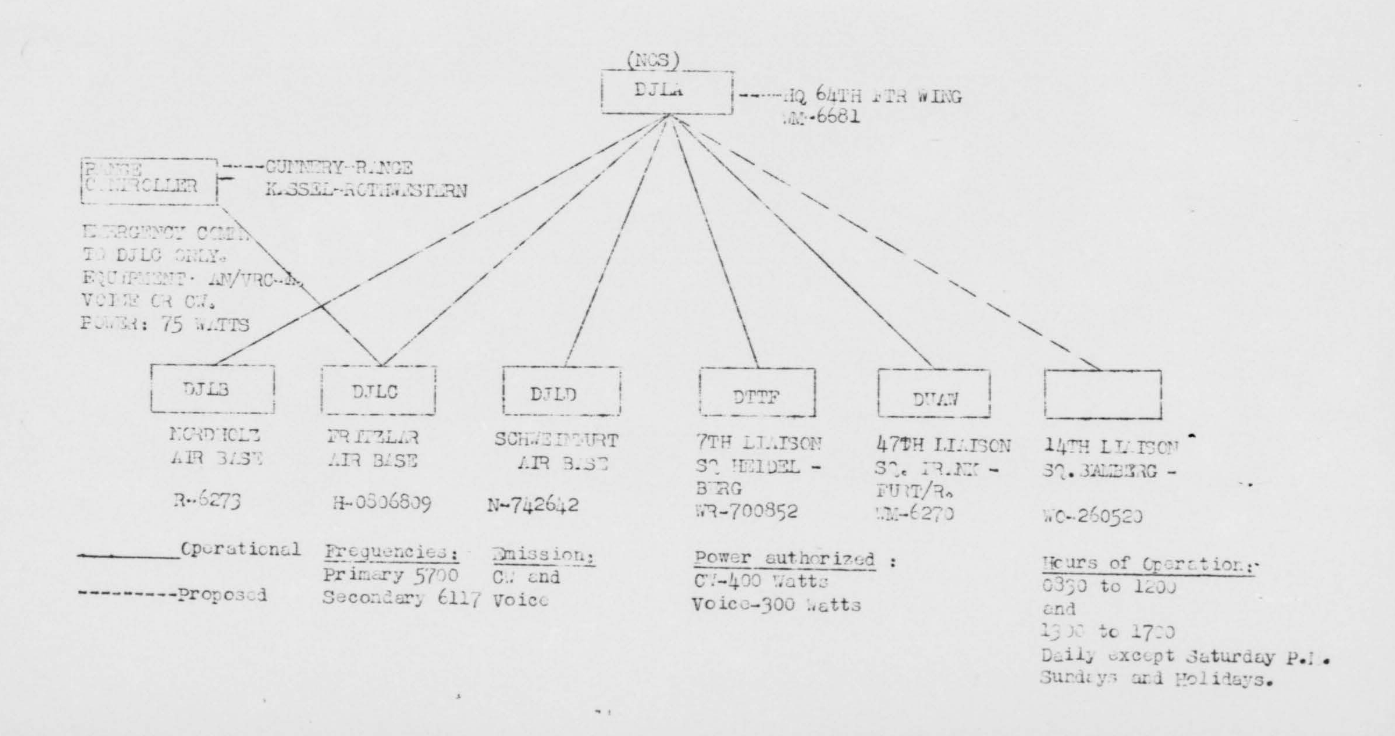
CIVILIAN PERSONNEL STRENGTH AS OF 25 JULY 1946

	ATZD	ASGD	FORECAST AS OF 25 Nov 46	FORECAST AS OF 25 Mar 47
Schweinfurt Air Base	815	781	740	690
Fritzlar Air Base	938	9[illegible]7	860	810
Nordholz Air Base	1300	1223	9[illegible]	800
7th Liaison Sq	30	30	30	30
14th Liaison Sq	50	50	47	47
47th Liaison Sq	17	17	30	30
TOTAL:	3150	3088	2607	2407

	25 May 1946		25 June 1946	
	ATZD	ASGD	ATZD	ASGD
Schweinfurt Air Base	734	794	734	815
Fritzlar Air Base	713	947	713	998
Nordholz Air Base	1309	1419	1309	1428
7th Liaison Sq	21	30	21	30
47th Liaison Sq	23	21	23	17
TOTAL:	2800	3211	2[illegible]00	3288

HEADQUARTERS 64TH FIGHTER WING
HF RADIO NET (POINT TO POINT)

NET DESIGNATION UF-3 31 JULY 1946



GROUP SAFETY - [illegible]

ACCIDENTS [illegible] BY AGENCY

	Total Acc.	Vehicles	[illegible] & [illegible]	Ca[illegible]	Machines & Tools	Acid Burn	Military Acc. Rate
Fritzlar	7	3	3	1			19.12
Nordholz	1				1		4.11
Schweinfurt	1					1	3.42
47th Lia.Sq.							
7th Lia. Sq.							
14th Lia.Sq.							

VEHICLE ACCIDENTS

	Total	No.Accidents Damaging Gov.Prop.	No. Miles driven	Motor Vehicle Accident Rate
Fritzlar	10	10	50,450	19.82
Nordholz	3	3	121,260	2.47
Schweinfurt	3	3	140,529	2.12
47th Lia.Sq.			48,158	
7th Lia.Sq.			14,870	

$$\text{Motor vehicle Acc.Rate} = \frac{\text{Total No. Vehicle Accidents} \times 100.000}{\text{Total No. Miles driven}}$$

$$\text{Military Acc. Rate} = \frac{\text{Number of disabling injuries} \times 100.000}{\text{Total man, days of exposure}}$$

HISTORY OF 64TH FIGHTER WING

CHAIN OF COMMAND

U.S.A.F.E.
XII TACTICAL AIR COMMAND
64TH FIGHTER WING

FROM

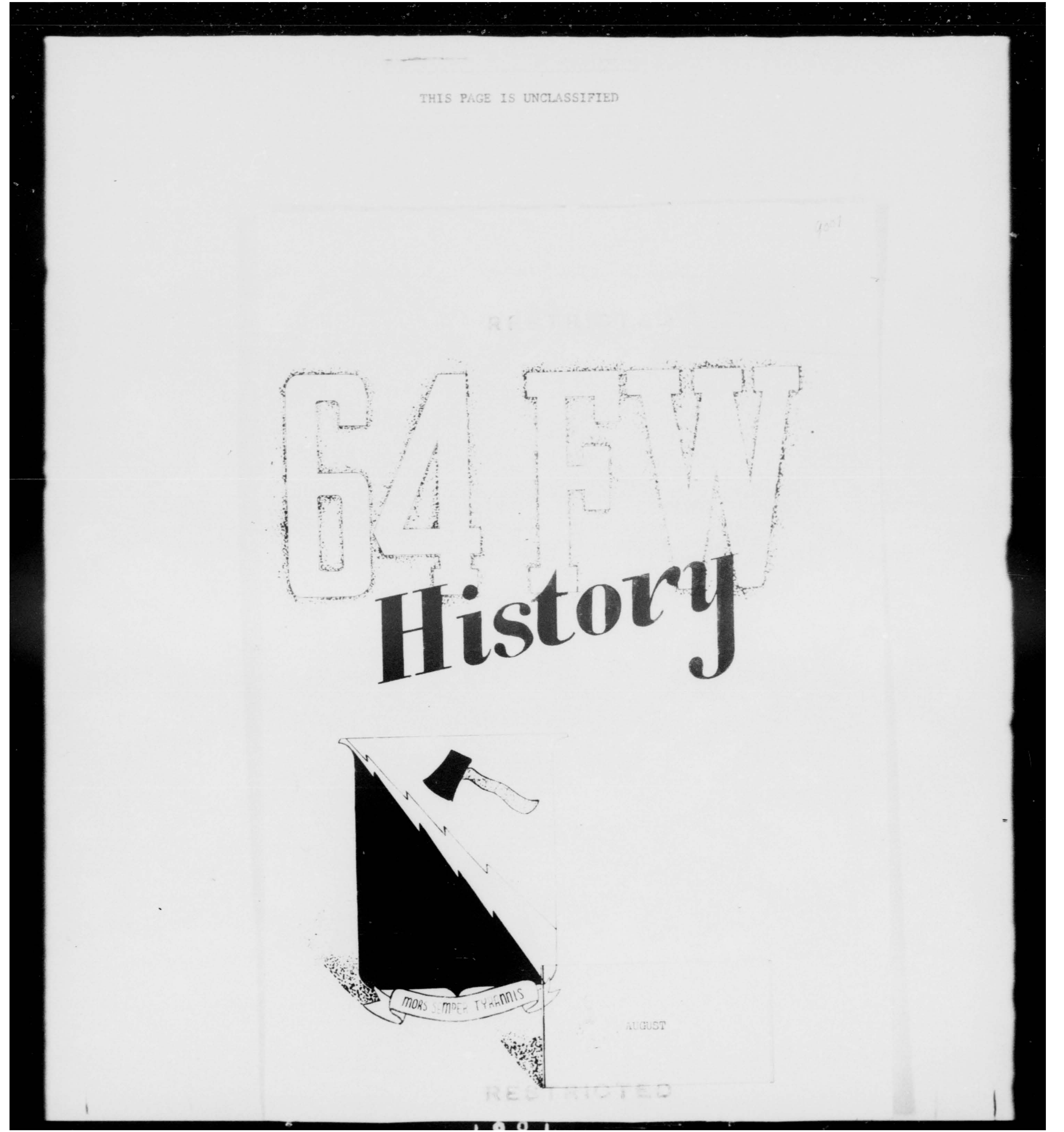
1 AUGUST 1946 TO 31 AUGUST 1946

BY

JOHN H. WINDSOR, CAPT., A.C.

WING HISTORIAN

Hq. 64th Fighter Wing
APO 62 US Army
31 August 1946



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USAFE-HI-07

R E S T R I C T E D

H I S T O R Y

of the

64TH FIGHTER WING

CHAIN OF COMMAND

USAFE
XII TAC Air Command
64th Fighter Wing

from
1 August 1946 to 31 August 1946

by
John H. Windsor Capt Wing Historian

Hq, 64th Fighter Wing
APO 62 U S Army
31 August 1946

R E S T R I C T E D

1. ORGANIZATION

A. Past Data.

1. Original designation was 3rd Air Defense Wing. It was re-designated the 64th Fighter Wing on 12 August 1943.

2. Activated on 12 December 1942 at Mitchel Field, New York.

3. Original personnel were from Air Defense Wings of Boston, New York, Philadelphia, Los Angeles, San Diego and San Francisco. Also personnel were gathered from Santini Staging area at Mitchel Field.

4. The Wing started from Mitchel Field and landed in Oran's harbor of Mers-el-Kebir. From there they went to Thelepte, Sbeitle, Le Sers and Korba, Tunisia. Next they were located in Licata, Gela and Milazizo Sicily. From Sicily they went to Italy. They traveled as far north as Orbetello, Italy then they went back to Naples. From there they hit the coast of France, landing at St Tropez and from there they headed North to Biol, Dole and then Nancy before getting into Germany. Once in Germany, they stopped in Edenkoben Hall, Darmstadt, and at the present time they are located in Bad Kissingen.

B. Present Data

1. 64th Fighter Wing

2. Colonel Henry W. Dorr, Air Corps, Commanding Officer

3. Colonel Kyle C. Riddle, Air Corps, Chief of Staff

Lt Col Frederick W Searles, Air Corps, Asst. Chief of Staff, A-1

Major Charles W Munsey, Air Corps, Asst. Chief of Staff, A-2

Lt Col Littleton C Selden, Air Corps, Asst. Chief of Staff, A-3

Lt Col William W Holmes, Air Corps, Asst Chief of Staff, A-4

Lt Col William J Jowdy, Air Corps, Air Inspector

Major R. E. Kravutske, Air Corps, Adjutant

Major Lambert C Porter, Air Corps, Communications

2nd Lt Reese E Faucette, Medical Corps, Wing Surgeon

4. Bad Kissingen, Germany

5. A.P.O. No. 62.

6. Training and coordination of Occupational units and remaining on the alert for any action against areas occupied by the American Forces.

7. No recent changes in key staff officers.

8. See organization charts in appendices.

II. TROOP STRENGTH

	AUTHORIZED				ACTUAL			
	EM	OFF	CIV	TOTAL	EM	OFF	CIV	TOTAL
Beginning Month	49	28	90	167	137	60	84	281
End of Month	49	28	90	167	94	65	81	240
Gains	0	0	0	0	0	5	0	5
Losses	0	0	0	0	43	0	3	46

The main changes effecting this Headquarters and Headquarters Squadron, A-1, were the appointments of 1st Lt Donald E Mather as Supply Officer and 1st/Sgt Charles Keys as acting 1st/Sgt. While Capt William O. Pointer, M/Sgt Stanley Pfeifer, Sgt George Hurley and Pfc Peter Ovaganian were lost due to redeployment, this Headquarters Officer Strength was increased by the addition of the following officers:

Major Porter, Lambert C. -	Communications Officer
Major Nelson, Carl M. -	Assistant A-1
Capt Burnett, Elvin E. -	Instrument School
Capt Edwards, Gerald B. -	Stat Control Officer
Capt Hammond, Robert L. -	Dependents Housing Coordinator
Capt McClain, Steven J.-	Assistant A-4
Capt Moon, Edward J. -	Assistant A-4
Capt O'Keefe, William F.-	Assistant A-1
Capt. Strang, Charles F.-	Assistant A-4
Capt Turner, Robert W.-	Assistant A-3
Capt Wallace, Arthur L.-	Instrument School
Capt Windsor, John H. -	Assistant A-2
1st Lt Hamrick, James Q.-	Assistant Adjutant
1st Lt Mather, Donald E.-	Squadron Supply Officer
1st Lt Sneed, William O) 1st Lt Stofen, John E. -(	Flight Section

During the past months A-1 has expanded its authority in this Headquarters by including German Youth Activities, Special Services, Personal Affairs, Civilian Personnel and Ground Safety. The A-1 inspection Team has been discontinued, after inspecting and correcting most of the personnel records, and procedures of administration at Bases and units of this Wing.

The only major problem that faced A-1 this month was a USAFE TWX on the 15th of August 1946 directing three copies of all officers' Form #66-2 to be completed by the 28th August 1946. One copy to be forwarded to XII TAC, and two copies to USAFE. In order to complete this task by the required date, the good neighbor policy was put into effect. Typists were utilized from all sections possible in this Headquarters. But as the project was nearing completion, orders came from USAFE extending the deadline to the 28th September 1946.

The only change in our administrative procedure is that under a new and revised plan, leaves and furloughs are operated under similar provisions of a travel agency. Although clearance is yet required from USFET for entrance into certain countries. Almost all traveling and billeting accommodations are now handled by individual concerns, such as the American Express Company.

Over one hundred and ten officers were reassigned to our units, bringing all units nearly to T/O strength.

August promised to be a month for the A-2 Section when loose ends began straightening themselves out, after a pending shortage of personnel.

On 3 August, Capt John H. Windsor, was assigned to the A-2 Section as Assistant A-2, thereby dividing the work of Major C. W. Munsey, Assistant Chief of Staff A-2, in half. From now on each officer will be able to devote more time to individual projects.

Air Defense plans have been a project of long standing, but finely they have been submitted by all units under this command. They are now being reviewed by Major Munsey and the other Chiefs of Staff before being submitted to Colonel Dorr, our Commanding Officer.

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There is a very close follow up of the security inspection made on the Bases last month, so that this Headquarters can be assured that everything possible is being done to correct discrepancies noted.

Reports due this Headquarters from subordinate units were the next project. Many reports were coming in late, thereby making Wing reports to XII TAC late. This section is well aware that a large part of this was due to the continuous changing of personnel. A system was devised whereby each week a TWX went out to each unit reminding them that reports were expected. The date due and the authority for the report was included. If they were not familiar with the report, they could check back and determine just what was required on the report.

During the second week of August Capt Windsor visited Schweinfurt Army Air Base and Fritzlar Army Air Base, to become acquainted with all personnel with whom he will be required to work. Also, it was necessary to determine just what each intelligence section's individual problem was, so as to assist him in his duties as Assistant A-2.

This week was a big week. The monthly unit history was due from all units in the 64th Fighter Wing. In the past, no one person had the time to devote to the histories to see that they were properly written. However, this week, the histories were minutely reviewed and discrepancies noted. These discrepancies will be brought to the attention of every unit historian before the next history is due in this headquarters.

Major Munsey was having his troubles with the office of the Provost Marshal. He had fifteen (15) delinquency reports to review, eight Courts martial charges and four (4) miscellaneous reports of investigation. Many of these have not been promptly and properly processed, so it has been his tremendous problem to correct this situation. It has taken much time and

effort to review, comment, and forward the pending cases to higher authority.

Another security check was made at Nordholz Army Air Base by Major Munsey. It is now the policy of this Headquarters to make a check of every base at least once every month. It was decided that personal visits each month was the only way a proper check could be kept of the bases.

Major Munsey started another new project this month in the form of an Intelligence Library. Instead of making it entirely an intelligence function, it was decided to invite every section in the Wing Headquarters to contribute. Capt Windsor was assigned the job of setting it into working order.

Each section was asked to submit publications, documents, pictures, charts and anything else that would be of general interest to personnel of the Wing. However, this gave us something else to think about. Would the other sections show more interest in the project if the name was changed just a little? So, a new name was decided upon. It is now known as the "Information Center".

Another officer was assigned to this section. Capt Robert E. Hammond. But much to our sorrow he was taken from us and sent to Instrument School for pilots at Schweinfurt Army Air Base. He will be gone for at least two weeks.

Security surveys were made of the 47th Liaison Squadron and of the Schweinfurt Army Air Base. Many items turned up but every one is doing his utmost to eliminate every discrepancy.

Courts Martials and Investigations are still commanding a good portion of Major Munsey's time. They are, however, coming into this Headquarters in much better shape, so his efforts have not been in vain.

The A-3 Section of the 64th Fighter Wing for the month of August continued under its present organizational setup. Lt. Co. Littleton C. Seldon,

Assistant Chief of Staff, A-3, spent a 15 day leave at the French Riviera. During his absence, Major John B. Folan acted as A-3. Also during the month, two new officers were assigned to the A-3 Section. Captains Edmund B. Edwards and Robert W. Turner. Capt Turner was assigned as Wing Operations Officer and Capt Edwards was assigned as Assistant Flying Safety Officer, but was later made Wing Statistical Control Officer. Major Folen and Captain Williams status remained unchanged as Flying Safety Officer and Training Officer respectively. Lt. Charles S. O'Neal has been relieved as Wing Operations Officer and assigned as Instrument and Gunnery Training Officer. Captain Marion C. Henderson remains in charge of the Wing Flight Section at Schweinfurt, and is supervising the Wing Instrument School. Lt. George H. Zang is the Wing Flying Control Officer.

Army Air Force Day was observed on 1 August 1946, by an open house on each base, which featured pictures, exhibits, and displays of equipment. Also, the 366th, 406th, 355th Fighter Groups participated in a command tactical air manuver which featured 48 plane groups passing over the review points at 20 minute intervals. The route followed included the towns of Furth, Nurnberg, Erlangen, Bamberg, Schweinfurt, Bad Kissingen, Wiesbaden, Frankfurt, Darmstadt, Mannheim, and Heidelberg.

It was found, due to the high speed performance of fighter aircraft, that the present local flying areas were too small for adequate training and operations. The A-3 Section investigated new and larger local flying areas for the tactical aircraft assigned to the Wing. These were approved and distributed to the lower units.

A new system of clearances for aircraft operating from bases assigned to the Wing was inaugurated this month. Henceforth flights may be cleared by

Wing to any field within the occupied zone of Germany, and after prior approv - al of XII TAC and USAFE, to any field on the continent. Seven officers of the Wing, senior in rank and in experience, were selected as clearing authorities and all flights must have the approval of one of the seven before authority for take-off is granted.

During the month of August a summary of helpful hints and suggestions for better coordination between the Liaison Squadrons and the Ground Forces was prepared and passed on to the Ground Forces for distribution.

On 10 August, the 64th Wing Instrument Flying Training School at Schweinfurt Army Air Base was opened with qualified Bryant graduates in charge. The school expects to give each man sufficient instrument flying training and check rides, as required in AAF Regulations 50-3, to acquire an instrument certificate (AAF Form 8).

A quota was sent out from this section to the various units on the following schools: Ordnance General Supply, Internal Combustion Engine, Second Echelon Maintenance, P-47 Crew Chief, P-47 Airplane, Instrument Course, L-5 Maintenance, Curtis Prop., Hamilton Prop., Parachute Packing, Link Trainer, Auto Mechanics, and 50 Caliber Machine Gun.

In the interests of flying safety, instructions were sent to all fighter units that pilots must have 75 hours of fighter type flying before en - gaging in gunnery missions. It is felt that this is a satisfactory amount of time to insure proficiency in gunnery.

During the past month the Wing had four major and two minor accidents. The forms concerning these accidents were processed through this Section and the appropriate recommendations made with corrective measures taken.

At the Station Commanders' Meeting held on the weekend of 17 August at Nordholz, all recent memorandums and TWX's pertaining to Flying Safety were

discussed. Interpretationsof the Wing on these directives were given to the Unit Commanders who were to pass them on to the people concerned at their stations.

The policy of this Section has been in the past months, and will continue to be, one of aiding the lower units in every way possible. By making visits to ascertain their problems and aiding them in solving these problems, will make for a more efficiently operated Wing.

Within the past month two additional officers have been assigned to duty with the A-4 Section:

Captain Steven J. McLain
Ordnance, Chemical Warfare and Salvage.

Captain Charles F. Strang
Specialized Maintenance Officer.

The Group Commanders Conference was conducted at Nordholz Air Base, 17 August 1946. Lt Colonel W. W. Holmes represented the Wing, A-4 Section and spoke in reference to the irregularities and discrepancies noted against Standard Operating Procedures of Supply. Recommendations also were made by Colonel Holmes regarding necessary Operational directions to be followed for efficient organizational operation.

The following inspections were conducted by the personnel of A-4 Section during the month of August:

In compliance with XII TAC letter, subject: "Physical Inventory of Property", dated 3 August 1946, it had been suggested that an officer of the Wing visit Neubiberg Air Base reference the corrdination of Supply Procedures. This visit was made by Captain Moon.

An inspection of Nordholz Air Base was also made by Captain McLain reference the standard operating procedures of ordnance and chemical warfare supplies.

Lt Geddes also visited this installation regarding Wing History A-4 Section.

Major Terry and Captain Strang visited Schweinfurt Air Base in reference to corrective measures being undertaken as noted in the tri-annual air inspection report.

The activities of the Air Inspectors Section during the month of August consisted primarily of conducting major Inspections and Investigations directed by higher headquarters.

The following organizations were given Tri-Annual Inspections by the Staff of the Air Inspector's Section, this Headquarters, during August:

Hq & Hq Sq, 64th Fighter Wing

20th Communications Sq, Wing.

One unit, the 14th Liaison Squadron, stationed at Bamberg, received a Semi-Annual Inspection by the Air Inspector, XII Tactical Air Command.

An investigation was made of a Report of Violation of Procurement Regulations in the Schweinfurt Area. This investigation was made pursuant to instructions contained in a letter from Headquarters, United States Air Forces in Europe, which called attention to a memorandum from the Office of Military Government for Bavaria. This Memorandum alleged that the "Air Corps" at Schweinfurt was not cooperating with the Military Government by using irregular methods to obtain housing and other facilities for German and DP civilian employees. Alleged violations of Procurement Regulations in this Area have ceased. This investigation showed that both the Air Forces and the Military Government at Schweinfurt were enjoying each other's fullest cooperation. This investigation was completed and forwarded to the Commanding General, XII Tactical Air Command, on 29 August 1946.

On 26 August 1946, the Air Inspector, this Headquarters, was appoint-

ed an Acting Inspector General by Special Order No. 183, Hq, 64th Fighter Wing, dated 26 August 1946, for the purpose of conducting an investigation into the number of military and civilian persons held in confinement at Stations and Units of this Command. This investigation was completed and for - warded to the Commanding General, XII Tactical Air Command, on 29 August 1946.

On 29 August 1946, the Air Inspector, this Headquarters, conducted an investigation into the housing conditions at Nordholz Army Air Base. Housing conditions at this Base were found to be very poor and inadequate. An effort is being made to obtain housing at nearby Cuxhaven, in the British Zone. The report of this investigation has not yet been completed.

In addition to the above, a supervisory inspection or Visit of Observation was made to all Stations and Units of this Command, by the Air Inspector.

During the month of August, Personal Conference hours were held each Tuesday between the hours of 1630 and 1730 for all personnel of Headquarters and Headquarters Squadron, 64th Fighter Wing, and the 20th Communications Squadron Wing. This policy will be continued in the future.

The August activities of Communications Section fall at first consideration into two distinct classes. One will include those items of interest which have occured in this headquarters; the second larger group is concerned with action taken by this office to produce results and/or changes at our several bases, but which will be reported by the appropriate base. Follow our local activities:

1. Wing radio net was augmented by the entry of stations operated by the three Liaison Squadrons. Some technical obstacles were encountered, but easily overcome.

2. Wing memorandum 100-3, which deals with reports, was revised and coordinated.
3. Code practice facilities were acquired and set up.
4. Control of Headquarters Message Center was transferred to the Adjutant Section. The shortage of trained personnel remains our main difficulty. On the job training is in progress for those men assigned, but they are barely sufficient to our need. There are no unusual problems to report.

Captain Gerald B. Edwards was detailed as Wing Statistical Officer by Special Order 177, Paragraph 1, this Headquarters, dated 19 August 1946, vice Captain Carroll P. Gard who was transferred to 32nd S.C.U. Headquarters, USAFE.

Pfc Milton R. Fletcher was assigned to this section on 10 August 1946, and has been detailed as file clerk.

Statistical Sections at Schweinfurt, Nordholz, Fritzlar and the 47th Liaison Squadron were inspected during the month and found satisfactory. These units were urged to keep a daily AAF Personnel Report (AAF Form 127) to facilitate preparation of this report and thereby alleviate the overload occurring the last few days of each month.

The Reports Control System long established by Army Regulations has been mired down the past year due to misinterpretations, inexperienced Statistical personnel and lack of sufficient cooperation at all levels of Command. The situation, as pertains to Statistical Control System, has greatly improved during the last two months largely because of coordination between Statistical Sections at all levels. Coordination between Staff Sections and Statistical Sections is still very poor, however much improvement was made during the past month and more is hoped for next month.

The Wing Surgeon's Venereal Disease Rate for the month of August was 85 cases per thousand per annum, compared with a rate of more than 130 cases per thousand per annum for each of the months of June and July. This drop followed on the heels of a 30 day Anti-VD drive (Theater wide) ending 15 August 1946. The main stress during the drive centered around:

1. Intensive troop education through posters, billboards, and orientations.
2. Disciplinary measures by commanding officers in the form of medical restriction up to 45 days and low efficiency ratings.
3. Cooperation with civilian authorities in the apprehension of contacts and potential contacts.

Two Navy Dental officers, Lt (jg) William Glazer and Lt (jg) Hamel Zlattind were transferred into the Wing and assigned to Fritzlar and Nordholz respectively. Lt Robert J. Chapman, Lt Donald F. Merick and Lt. Loran F. Parker, all MC's, were assigned to Fritzlar, Nordholz, and Schweinfurt respectively.

A survey on laundry habits among the reported cases of scabies within the Wing revealed that out of 44 cases of scabies 31 were having their laundry done in private homes, one was doing his own laundry, and 12 were utilizing the QM laundry facilities.

In order to combat the maze of difficulties surrounding the proper submission of the Monthly Sanitary Report from outlying units, a special letter outlining the proper procedure for the handling of the report was sent from this headquarters August 20 to the station commanders. It has not yet been determined how effective this will prove.

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Several applications were received in response to a call for prospective West Point Cadets. In lieu of WDAGO Form No. 263, the WDAGO Form 63 was substituted. At the last minute, however, higher authorities ruled that nothing could be substituted for the Form 263. The 263's were rushed by plane on 30 August to the Units to meet a difficult deadline.

Units at Nordholz demanded medical supplies be issued them in accordance with their T/O and T/E. Captain Travis, MAC in the Nordholz Dispensary called on 6 August , informing this Headquarters of the situation, and explained that the medical officers at Nordholz did not feel that the units were justified in their demands, since they had full medical coverage and since any supplies they might draw would only lie idle. He wanted some authority to quote to the Unit Commanders that they should not be authorized the medical supplies. After consultation was over with the Command Surgeon's office, Captain Travis was informed that he could quote AR 40-10, which states that the medical officer, as representative of the commanding officer, can "Exercise supervision over all Medical Department Activities of the Command".

There was one death in the Wing. 1st Lt. William K. Cherry, AC, O-27547, 366th Fighter Group, died in an aircraft accident on 2 August at the Fritzlar Gunnery Range, when his plane stalled immediately following a target run. He had finally recovered after the stall, but pulled out so low that he flew into a woods before regaining his altitude. He was decapitated.

An attempt at suicide was made at Fritzlar Army Air Base on 29 August by Pfc Aphel M. Moyer, 37180345, 475th Service Group, age 34. In attempting to take his life by cutting his throat, he suffered a lacerated trachea and smaller vessels. No cause for the attempt was revealed. He is expected to recover.

Public Relations Office reports that Mrs. Sadie Derryberry and daughters Marilyn and Cornelia, joined Captain Jack W. Derryberry here in Bad Kissingen on 27 August. Their former home was 617 Raymond Avenue, Glendale, California. Now it's 5 D Rosenstrasse, here in Bad Kissingen.

Mrs. Derryberry remarked that the weather in Bad Kissingen was just the same as in Glendale. Wasn't she a lucky wife to have arrived on one of Bad Kissingen's better days? Mrs. Derryberry was born in Scotland. Her family make their home in Palm Beach, Florida. Captain Derryberry's family reside in Sprio, Oklahoma. The greater part of their family life together was spent in Washington, D. C. where Captain Derryberry served as a civilian worker in the Adjutant General's Department. His oldest daughter, Marilyn, expects to study music, especially voice, while here in Germany.

He arrived in the 64th Fighter Wing in February of this year and has been serving as the Commanding Officer of the 20th Communications Squadron Wing and also as Assistant Wing Communications officer since that time. He expects to remain in Bad Kissingen for another year and a half.

Mrs. Helen Robinson, of Oklahoma City has arrived here in Bad Kissingen on the 29th of August to join her husband, CWO Roy A. Robinson, who is presently assigned as Assistant Wing Adjutant. CWO Robinson has been serving Uncle Sam for the past 9 years and entered the European Theater January 1946. He and his wife reside at 9 Scheffelstrasse. They are looking forward eagerly to life here in Bad Kissingen.

A new Wing arrival via stork is the baby boy of 1st Lt. B. L. Pearson. The stork arrived in Frankfurt at 0620, 27th August, a bit off course from Bad Kissingen. The baby's mother, Mrs. Virginia Pearson is doing fine. Both parents are proud of their boy's being the first to be born to any Wing family

here in Bad Kissingen. Lt. Pearson has been with the Wing since February 12th of this year and is currently serving as Assistant Statistical Control officer. The family are very happy in Bad Kissingen living at 3 Boxbergerstrasse. Father's and Mother's parents in Wildwood and Meadville, Pennsylvania, respectively, are equally proud of the new arrival.

The "Air Show" on Army Air Force Day was pictorially recorded by Lt. Kohlenstein the writer, from a C-45 Aircraft with a K-20 Aerial Camera. All the groups under the 64th Fighter Wing Participated in very close formation. We still have a large efficient striking force here in Germany. Many of the units were visited by service personnel from other branches. Mainly the Navy at Nordholz Army Air Base.

The Public Relations Conference at Wiesbaden on August 9, 10, 11th was attended by Lt. Kohlenstein, 64th Fighter Wing Public Relations Officer. Report as follows:

The undersigned, representing the Public Relations Section of the 64th Fighter Wing, attended the Public Relations Conference at USAFE in Wiesbaden on 8, 10, 11th August 1946. All 64th Fighter Wing units down to and including Squadron level were represented as instructed.

The conference marked the commencement of an aggressive Public Relations program to be pursued by the United StatesArmy Air Forces in Europe and was of introductory nature, providing the first opportunity for all USAFE Public Relations Officers to become acquainted, and more particularly, affording an opportunity for a meeting of all Public Relations Officers in 64th Wing for the first time.

The principle speakers outlining this revitalized Public Relations program included Major General Idwal H. Edwards, Commanding General, USAFE;

Brig. Gen. John D. F. Barker, Chief of Staff USAFE; Brig. Gen. John W. McCormick, Assistant Chief of Staff, A-1; Brig. Gen. Harold Q. Huglin, Assistant Chief of Staff, A-3; Colonel Cyrus Z. Shelton, Acting Assistant Chief of Staff, A-2; Colonel Paul A. Reustow, Assistant Chief of Staff, A-4; Colonel (formerly General) George S. Eyster, Public Relations Director, USFET; Colonel Arthur I. Ennis, Public Relations Officer, USAFE; and Lt. Colonel Leon Booth, Chief of Press Section, USAFE. General Edwards called upon the Public Relations Officers for serious efforts to combat unfavorable publicity, while his staff members explained their functions and dwelt upon their section relationship to the public relations program. Colonel Eyster called for an aggressive program and the dropping of the old army defensive attitude in public relations. Other speakers from the USAFE Public Relations Staff and Press Correspondents addressed the group on the importance of this program.

At an intercommand meeting held by the undersigned on Saturday morning 10 August 1946, at the Palast Hotel in Wiesbaden, the Wing Public Relation Officers were orientated concerning the general public relations situation within the Wing; were given instructions in the writing of the hometown news release; and were advised of the XII TAC policy regarding no lateral communications by Public Relations Office channels concerning aircraft fatalities. This policy was established by Brig. Gen Glenn O. Barcus at a staff meeting on 9 June 1946 and has been sanctioned by Brig Gen McBlain also.

It is believed that as a result of these conferences, the Public Relations activities within the 64th Fighter Wing should show a marked improvement.

During the war, Special Services played a vital part in furnishing our troops with entertainment and recreation. Now, the guns are silenced and the Occupation has begun. Still, the Special Service continues to serve the Armed

Forces as well in peace as it did in war.

The Special Service Branch of the Army was created in order to assist the Chief of Staff in maintaining a high state of morale. The missions and functions of the Special Service are stated in War Department directives.

The record of Special Service, 64th Fighter Wing, is one that we can be proud of; therefore, we will attempt to show here the various functions and activities that occurred in Special Service during the month of August.

Under the able supervision and leadership of Lt. Tommy Helton, the new Special Service Officer, who was appointed as such, after Lt. Ivan Ely had been transferred. Special Service, though operating under a strain, due to loss of personnel in redeployment, has recovered almost miraculously.

Much publicity was given on the coming Football season. All units under this command, screened and interviewed their prospects for playing on the USAFE All-Star team for 1946. Football practice has begun and the outlook is good.

Fritzlar Army Air Base submitted a request for 35mm Motion Picture Service. Their request was approved and a new showing of pictures on that base is in full swing.

A survey was made of all units, to determine the total sums spent during the period 10 April to 15 June 1946 on "Procurement of Welfare and Recreational Purposes in Germany". The purose of this survey was to estimate the total expenditures on Athletic activities, furnishings for EM Day Rooms and entertainment.

Arrangements have been made by USAFE whereby a limited number of Air Force Personnel can attend the Salsburg Music Festival on weekdays, Monday through Friday. Reservations for billets may be made without regard to quotas,

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at USAFE Recreational Area, Bad Wiessee, Germany.

In a letter sent by General McNarney to all Commanding Generals of U S Air Forces in Europe, it was desired that all Clubs, Officer, EM and civilian, be inspected in order to insurethat these clubs are providing wholesome and recreational facilities. These recreational facilities include Club type installations which must be supervised and operated in such a manner as to be actually beneficial in occupying the off-duty time of personnel. Clubs which operate to the detriment of discipline and morale are not beneficial and will not be sponsored or condoned. Necessary action was taken by this Headquarters to have all Clubs inspected throughout the Wing, and Clubs that were operating under those conditions stated in the letter as undesirable, were ordered closed.

A complete survey was made by all units under the Wing in regard to the overall picture of Special Service. This survey was to reflect the opinion of the Special Service Officer. This report dealt with needed entertainment and the kind of entertainment personnel prefer. General purpose is to aid in planning effectively for the fulfillment of future entertainment requirements in the European Theater.

Through means of a Theater Wide Lottery, the buying of new automobiles has been conducted by USFET. Entries for this lottery were received and forwarded in time to meet the deadline date set at 31 August 1946. Successful entrants in the lottery drawing will be notified promptly by the Theater Chief, Army Exchange Service through their immediate Commanding Officers and by publication in the Stars and Stripes.

The Wing Special Service Office has been helpful in providing recreation

for the members of Headquarters and Headquarters Squadron, 64th Fighter Wing and 20th Communications Squadron Wing, by arranging for transportation during the summer months to the Swimming Pool at Lager-Hammelburg.

Plans have already been drawn up for the coming winter months. These plans include a number of winter sports.

At the present time, Station Special Service, coordinating with the Wing and Command Special Service, have contemplated starting a Roller Skating Rink. Requisitions for skates have been sent in, and as soon as the proper location is found, Bad Kissingen will have another outstanding feature to attract the attention of GI's during off duty time.

John H. Windsor
JOHN H. WINDSOR
Capt, Air Corps
Wing Historian

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HISTORY

MORS SEMPER TYRANNIS

64TH. FIGHTER WING
FOR
SEPTEMBER 1946

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R E S T R I C T E D

H I S T O R Y

of the

64TH FIGHTER WING

CHAIN OF COMMAND

USAFE

XII TACTICAL AIR COMMAND

64TH FIGHTER WING

FROM

1 September 1946 to 30 September 1946

By

John H. Windsor, Captain, AC, Wing Historical Officer

Hq. 64th Fighter Wing
APO 62 U S Army
30 September 1946

R E S T R I C T E D

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64th Fighter Wing, APO 62

FOREWORD

This history is a monthly account of the activities of the Headquarters, 64th Fighter Wing, United States Air Forces in Europe, in the performance of its mission at Bad Kissingen, Germany.

The primary purpose of these monthly histories is to provide interested persons with short accounts of problems and accomplishments of the Headquarters, 64th Fighter Wing, during the period 1 September to 30 September 1946. A further objective is to provide a suitable source of material for future historical officers.

The principal sources of material used in preparing this history have been the monthly reports submitted from staff sections of this Headquarters.

John H. Windsor
JOHN H. WINDSOR
Capt., Air Corps
Wing Historical Officer

Hq. 64th Fighter Wing
30 September 1946

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C O N T E N T S

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1. ORGANIZATION

A. Past Data

1. Original designation was 3rd Air Defense Wing. It was re-designated the 64th Fighter Wing on 12 August 1943.
2. Activated on 12 December 1942 at Mitchel Field, New York.
3. Original personnel were from Air Defense Wings of Boston, New York, Philadelphia, Los Angeles, San Diego and San Francisco. Also personnel were gathered from Santini Staging area at Mitchel Field.
4. The Wing started from Mitchel Field and landed in Oran's harbor of Mers-el-Kebir. From there they went to Thelepte, Sbeitla, Le Sers and Marba Tunisia. Next they were located in Licata, Gela and Milazizo Sicily. From Sicily they went to Italy. They traveled as far north as Orbetello, Italy then they went back to Naples. From there they hit the coast of France, landing at St Tropez and from there they headed North to Biol, Dole and then Nancy before getting into Germany. Once in Germany, they stopped in Wenkoban Hall, Darmstadt, and at the present time they are located in Bad Kissingen.

B. Present Data

1. 64th Fighter Wing
2. Colonel Henry W. Dorr, Air Corps, Commanding Officer
3. Colonel Kyle C. Riddle, Air Corps, Chief of Staff
   Lt. Col Frederick W. Searles, Air Corps, Asst. Chief of Staff, A-1
   Major Charles W. Munsey, Air Corps, Asst Chief of Staff, A-2
   Lt. Col. Littleton C. Selden, Air Corps, Asst. Chief of Staff, A-3

Lt Col William W. Holmes, Air Corps, Asst Chief of Staff, A-4

Lt Col William J. Jowdy, Air Corps, Air Inspector

Major [illegible]. [illegible]. Kravutske, Air Corps, Adjutant

Major Lambert C. Porter, Air Corps, Communications

2nd Lt. Reese [illegible]. Faucette, Medical Corps, Wing Surgeon

4. Bad Kissingen, Germany

5. A.P.O. No. 62

6. Training and coordination of Occupational units and remaining on the alert for any action against areas occupied by the American Forces.

7. No recent changes in key staff officers.

II. TROOP STRENGTH

	EM	OFF	CIV	TOTAL	EM	OFF	CIV	TOTAL
Beginning Month	49	28	90	167	91	59	[illegible]2	233
End of Month	49	28	90	167	85	66	80	231
Gains	0	0	0	0	0	7	0	7
Losses	0	0	0	0	6	0	2	8

III. CHANGE OF STATION DURING MONTH

No change

IV. LOSSES BY ACCIDENT OR ILLNESS DURING MONTH

Four (4) Gunshot: 1; Auto Accident: 1;Illness: 1; Accident: 1

V. AWARDS AND DECORATIONS DURING THE MONTH

None

VI. NARRATIVE

A. A-1 (Personnel)

With redeployment threatening to practically close the A-1 section, two new members joined us during the month of September.* 1st Lt. Charles Acheson replacing 1st Lt. Garland M. Moore and Pfc. Herbert J. Miller replacing Cpl. Charles Montgomery in the enlisted mens section. Both Lt. Moore and Cpl. Montgomery will be returning to the Z of I in the near future. It is at present contemplated that all indigenous civilians in A-1 will be released and Allied civilians or G.I. typists brought in, this if accomplished, should make our typing staff more efficient and reliable.

An inspection tour was conducted of Fritzlar by Major Carl Nelson to inspect and correct the base's civilians personnel set-up, and Fritzlar's classification system was checked by Lt. Norman Proctor.

One man in our section reached the charmed circle of non-commissioned officers, Pfc. James McCoy was promoted to grade of Cpl.

New Officers Assigned to 64th Fighter Wing during September

Major	Joseph J. Waugh	O-327679	Wing Eng. Off.
1st Lt.	John B. Fountain	O-686736	Flight Section
1st Lt.	Aaron L. Niles Jr.	O-798020	Flight Section
1st Lt.	Cloyd L. Pearce	O-552972	Asst. A-2
F/O	John W. Cowfer	T-130526	Flight Section

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*All facts in this A-1 section have been taken from letter of Cpl. James McCoy, AC, to the Historical Officer, 64th Fighter Wing.

64th Fighter Wing, APO 62

Hq. & Hq. Squadron

Redeployment almost missed the headquarters this month, Cpl. Harold Kroese and Pfc. Harold Jamison being the only two to leave. This was perhaps the "lull before the storm", during the coming month, five out of the seven enlisted men assigned to the A-1 section will be redeployed and the same ratio is about to hit the rest of the sections of headquarters. 1st Sgt. John Janke has returned after 7 months in the Z of I on re-enlistment furlough, acting 1st Sgt. Charles Keyes was reassigned to Schweinfurt Air Base. 1st Lt. Donald Mather was held from duty as squadron supply officer and assigned to our flight section at Schweinfurt.

3. A-2 (Intelligence)

This month is starting out even better than last with the assignment of Capt. Edward F. Rodriquez, O-573149, as Assistant A-2 officer.

Capt. Rodriquez has had experiences in intelligence work in the Pacific theatre so he will be of value to this section.

Charts and specific instructions have been made and sent to all units to help them in submitting their bi-monthly Intelligence Reports. This headquarters has been receiving the above report in all forms so it was decided that to get the units to submit reports properly, the above had to be worked out for them.

This section has set up a room in the headquarters building known as the Information Center. Documents for this room are supplied by every section in this headquarters. If the section head finds

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something of interest in a document that would be interesting to headquarters personnel, the document is placed in the room.

There is one man on duty two hours a day to check the classified documents being used so that none of the documents have a chance of being misplaced.

Downgrading and destruction of classified documents of outdated material is still a major problem and job of this section. Our biggest problem is in locating the authority for the downgrading of the material.

Another problem which confronted this section was the proper safe guarding of classified documents in this headquarters. A survey of each section was made to determine the number of safes, locks and chains needed. Then the job of procuring locks and chains became a problem but by continuing to check every source we were able to locate a sufficient number to secure all safes in the headquarters building.

The map situation has become another big problem which has not as yet been solved. The main thing that is bothering us is the proper storage. To date we have not been able to locate a map case in which the maps can be stored and cataloged. It was believed that the problem had been solved when a request to have a cabinet made was approved, but after checking with the utilities department, this section was notified that the priority was so low that the chances of getting the cabinet were not very good so we are forced to devise some other means of storage.

The one major project this section had to handle in the month of September was to make a very complete security survey of every

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installation in this command.

Courts Martial and Investigations are still commanding a good portion of the time of all three of the officers now in the section. The form in which they are now coming into this office is improving thereby making our work much easier.

C. A-3 (Operations)

Operations Activities for September are as follows:

A visit of observation was made to the 86th Fighter Group by the Wing Training and Operations Officers. With the influx of new personnel, and the return of the Group to almost T/O & E strength, a decided improvement is expected to be made in the Training Program.

Approval was received from XII TAC to extend the local flying areas for each Fighter Group base. The new areas have a radius of approximately 75 miles and allow a greater freedom of movement for Group formation work and other tactical training.

Information derived from the Wing Flying Control Center log over a 15 day period was passed on to the various flying units. This data includes all the discrepancies and mistakes made by the units on clearances and will be an aid to the Operations Officers of the units in eliminating certain discrepancies that occur repeatedly.

The Wing review scheduled for the morning of 28 September was cancelled due to inclimate weather.

Training Activities for September are as follows:

A visit was made by the Asst. Chief of Staff, A-3 and the Wing and Asst. Wing Training Officers to the 86th and 27th Fighter Groups.

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64th Fighter Wing, APO 62

No rating was given, but the following observations were made:

An R.T.U. has been set-up at Fritzlar to give the necessary transition training in P47 type A/C to all new flying personnel assigned to the base. Excellent progress is being made and this set-up seems to offer the best solution to the problem of transition training posed by the recent influx of new and inexperienced personnel.

The standardization Board at Nordholz has manufactured locally an instrument hood for Fighter type A/C that is efficient, safe, and extremely simple. Drawings of this hood will be passed on to the other units for their information and possible adoptation of the idea.

The Wing Training Officers spent 3 days at Nordholz Air Base on a visit of inspection. No rating was given.

<u>Flying Safety Activities for September are as follows:</u>

An inspection was conducted at Bamberg and some conditions were noted that still need to be worked on at the strip but personnel are getting some of these conditions rectified and the strip is in much better condition than a month ago.

At present A-3 representatives from TAC and Wing are visiting the headquarters of the Ground Force units being serviced by our liaison squadrons to offer the services of our headquarters in rectifying unsafe conditions at the strip into which our pilots will be required to go.

Three accidents occurred: An L-5 at Rebstock leveled off too high and landed hard enough to do considerable damage. A P47 at

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Nordholz had engine trouble, could not make it back to the field and had a forced landing. Another P-47 at Nordholz had a forced landing at night because of what appears at present to have been engine failure.

The Wing suffered two more accidents. One was a night landing on which the pilot landed in the first 1000 feet of the runway and had not stopped the A/C, a P-47, in the remaining 4000 feet of runway. He ran off the end and nosed up in soft dirt. Although the overshoot area was soft enough to cause a nose-up and there was a 4 m.p.h. tail-wind, there seems little excuse that a pilot could not stop an A/C in 4000 feet. However, we have not received the final reports on this accident and there may be mitigating circumstances. The other accident concerned a P-47 whose engine failed on take-off. As yet we have incomplete reports so it is difficult to evaluate the cause. With 5459 hours our accident rate is 1.27.

Additional Remarks:

The A-3 section* of the 64th Fighter Wing is in the process of expanding to include three officers in the Training Section as this part of A-3 assumes more importance in a peacetime Army set-up. Also an extention has been authorized on the Instrument School at Schweinfurt so that more pilots can receive instrument instruction there. This school has an excellent record and is being operated by Bryant graduates. The students attending this school receive the best instrument instruction in the ET .

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* All A-3 facts have been taken from letter of Capt. Robert W. Turner AC, to the Historical Officer, 64th Fighter Wing.

D. A-4 (Supply)

The past month again revealed additional personnel to the A-4 Section.

Captain Hammond has been designated as Wing Dependent Co-ordinator, his duties consisting of frequent visits to the various installation within the Wing, to ascertain existing and proposed status of dependents and housing facilities.

Major Rauch has been designated as Wing Air Installations Officer, duties consisting of frequent visits to installations within the Wing, to assist in engineering policies and procedures, and to inspect and survey station air installation projects.

Lt. Col. Holmes and Captain McLain visited Nordholz Army Air Base to inspect and advise rectification measures to be taken in compliance with report submitted to the Headquarters, 64th Fighter Wing by the Air Inspectors of XII Tactical Air Command.

Captain Strang visited Schweinfurt Air Base to inspect all aircraft and forms relative to the maintenance and inspection of aircraft of the 416th Night Fighter Squadron. Such report had been satisfactory and recommendations made for efficient operation in compliance with existing regulations.

Compliance with XII TAC letter subject: Physical Inventory of Property. The deadline set by the Commanding General has been met and all organizations have submitted TIR's to this headquarters upon completion. Also all Stations have submitted applications for license plates, and they have been submitted to the IX Air Force Service Command for issue. Such issue will be made within the next week

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and all organizations within the command will have all their vehicles licensed.

The abuse of motor vehicles has taken high priority within the Command. All stations have been advised of the necessary care and precautions to be taken with vehicles while in operation, of necessary safety factors to be considered, of responsibility entrusted to the drivers while such vehicles are in their possession, also of the acute shortage of reparable parts, and that if an officer is with the vehicle such will be his responsibility to insure that the vehicle is handled properly. With that intent a closer care could be maintained as the driver will constantly be under watch and be enforced to drive safely and with care.

All Mess Supervisors of the installations have attended the Mess Supervisors Course at the American School Center at Darmstadt, Germany. XII TAC has been advised of this and additional personnel will be sent to attend this course as soon as the allotted quotas from USAFE is granted.

Rail Transportation Officers have been appointed this Station and six (6) copies of Station Special orders have been forwarded this Headquarters for record and thence forwarded over to XII TAC as per instructions.

Stations also advised of the importance of procuring a 30 day supply of PX items. If difficulty had been obtained reference adequate security measures, and also warehousing facilities such would be reported and this Headquarters will assist in every possible way.

All motor cycles of the Wing have been grounded and instructions rendered to have them turned over to the Hanau Ordnance Depot. None of our stations have motor cycles in operation not about the installation as confirmation to this effect has been received from the organizations.

Report on Procurement of Class VI Supplies has been received and consolidated for the Wing, and forwarded to XII T.C. This report has not been complied with reference its Confidential Class, and such will be reported to your section for your information and consideration. Perhaps the Stations overlooked this incident or that the report had been re-routed. These papers will also be submitted.[1]

E. Air Inspector

This has been a rather busy month for the Staff of the Air Inspection Section. During the course of September this office conducted one Tri-annual Inspection of the 7th Liaison Squadron, presently stationed at Heidelberg, and several investigations of different matters.

On 3 September 1946 an Inspection Team headed by Major Edmund B. Edwards, Asst Air Inspector, conducted a thorough Inspection of the 7th Liaison Sq. This inspection covered all phases of the operation of this unit including Mess, Personnel, Operations, Training,

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[1] All facts in the A-4 Section have been taken from a letter of Capt. Edward J. Moon to the Wing Historian.

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Morale and quartering of Personnel. This Squadron was given an overall rating of Satisfactory for this inspection.

During the first week in September, the Air Inspector was directed to make a survey of housing conditions at the Nordholz Army Air Base.* The purpose of this survey was to determine the general housing situation there and to explore the possibilities of obtaining more housing for both dependents of military personnel and for military personnel. Several possibilities were considered from building to requesting British Authorities in Cuxhaven to aid in the situation. The only building material that may be readily available for new construction is brick. However, this is only one of the many materials required. There is a severe shortage of most categories of fixtures, electrical, plumbing, etc. Thus far, the British Authorities show reluctance to requisition any housing in Cuxhaven for the use of the Personnel of Nordholz. The cities of Bremen and Bremerhaven were also surveyed for the possibilities of quarters for dependents, but to no avail.

A teletype message was received from the Commanding General, XII Tactical Air Command directing that Section II of USFET Circular 56, 1946, be placed on all bulletin boards of this Command. This particular section of USFET Circular 56 deals with the procedure that is to be followed by personnel when desiring to submit complaints

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*All facts in the Air Inspector Section have been taken from a letter of Major Claud L. Ford AC to the Wing Historian.

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or suggestions to Air Inspectors, or Inspectors General. This was promptly accomplished by all units of this command and a message to that effect was submitted to the Commanding General, XII Tactical Air Command.

On 21 September 1946, a comprehensive team was organized by this section for the purpose of conducting a Tri-Annual Inspection of Fritzlar Army Air Base. Personnel for this team were drawn from this headquarters as well as from the Schweinfurt Army Air Base. This inspection commenced 23 September 1946 and is still in progress. A report will be rendered at a later date.

The Air Inspector was also detailed to make an investigation in to the amount of furniture available for dependents's housing in Bad Kissingen

The air Inspector was a member of an investigating board that conducted an investigation of personnel at Bamberg and Nordholz. This investigation required ten days to complete.

The possibility of moving Flight "D" of the 47th Liaison Squadron from Bremen to Grohn was surveyed by the Air Inspector.

F. Communications

Historical Summary, Communications Section for the Month of September 1946 is as follows:*

The Wing HF Radio net continues to operate as a voice net with minor difficulties encountered due to Inospheric conditions, failure

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*All facts in the Communications Section have been taken from a letter of Major Lambert C. Porter to the Wing Historian.

of power source at Frankfurt/R and minor maintenance troubles. A shortage of operating personnel continues to hamper full scale operations. Every effort has been made to transfer personnel to alleviate this shortage.

64th Fighter Wing Memo No. 100-3, dealing with reports, was distributed to all units following its complete revision.

The Wing Radio School, this Headquarters, commenced operations with an initial class of six (6) students from various units of the Wing. Satisfactory progress of students is reported.

VHF Radio crystals necessary for participation in the "BATTLE of BRITAIN" maneuver were supplied to Fritzlar Army Air Base.

A tri-annual inspection was completed at Fritzlar Air Base, with a complete report to the 64th Fighter Wing Air Inspector. Other bases visited during the month included, Frankfurt/R, Nordholz and Schweinfurt Air Bases.

Signal Supply for Nordholz has been changed from Bremen Port Command to Erding Air Depot, in accordance with Material and Services Directive 67-1-6, Headquarters IX Air Force Service Command.

Weekly reports of Circuit Checks have been instituted in Wing in compliance with XII TAC Memo 100-6. Checks include, Speech, Teletype and HF Radio Circuits, and reports are designed to show circuits interrupted, time elapsed and date and hour service was restored.

Personnel and Equipment Survey has been completed in the Wing Units. Henceforth, information will be available in the Wing Communi-

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cations Office, showing personnel and Equipment on hand, each unit, and will be kept up-to-date on the basis of reports from wing units as to changes therein.

Information from XII TAC regarding quotas for Theater Signal Corps School has been disseminated to all wing units. Instructions called for a complete survey to determine the number of candidates, both Officer and EM, that the units desired to send and that the Wing desired to send. Results of survey have been forwarded to XII TAC.

Information from XII TAC is to the effect that a VHF/FM circuit is to be established between Fritzlar Army Air Base and Bad Kissingen Military Switch, with Fritzlar providing the necessary terminal equipment at their end of the circuit. Reports are that circuit is now in, with the exception of its final connection to the Bad Kissingen OPS board.

Technical difficulties are still in process of being eliminated in the teletype and OPS speech circuits to the Liaison Squadron Headquarters. All circuits, therefore, are not yet fully operational.

G. Special Services

The Wing GYA has progressed rapidly in taking part in the activities that are open to the German Youths for the month of September.*

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*All facts on GYA activities have been taken from letter of Pfc. Robert A. Sapp to Wing Historian.

66th Fighter Wing, APO 62

The GYA show "EM Hep Cats" returned from Nordholz on the 3rd of September to be greeted by the opening of the German schools on that date. The show arrived in Bad Kissingen at 5:30 in the morning, and school was opened at 8:30. A great turn out was given to the show while it was in Nordholz and also the personnel there gave a hearty reception to a show that deserved it.

On September 13 the show was given again at the I and E conference that was held at XII TAC.

Photo technicians came down from Wiesbaden to see what facilities would be needed to film the show. The purpose of filming the show is to inform other stations in the ET as to what can be done in the GYA movement and also to inform the people in the States as to what efforts are being made to re-educate the German Youths in the Democratic way of thinking.

The Wing GYA, working in unison with the Station GYA, has organized a play ground schedule for the German Youths at Luitpold Park. The German Youths are supervised in the playing of softball, boxing, volley ball, and football.

Plans were made at the end of the month to present the GYA show, "EM Hep Cats" in different Enlisted Men and Officer Clubs.

A football conference was held at USAFE of all station athletic officers for the purpose of formulating schedules and championship play-offs.

A review of Special Services activities was compiled for the month of August listing the number of participants in the various

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activities during the month and submitted to Statistical Control of this Headquarters.*

Directives and Regulations pertinent to Special Services, were sent to the 47th Liaison Squadron for file reference.

The football team at Fritzlar Air Base was in dire need of football cleats. Arrangements were made through the Station Special Services to issue 210 female cleats to this office who in turn saw to it that Fritzlar was able to equip it's team for the game between Nordholz and Fritzlar.

Report was requested by XII TAC, of all Officer, EM and Civilian Clubs in operation on the bases and stations, that permit Frauleins to be admitted as guest. This information was obtained from the units and submitted to Command Special Services.

All subordinate units were notified of a new monthly report required by this office. Subject is, "Monthly Report of Handicraft Activities."

A 16mm Motion Picture was loaned for the purpose of showing training films at the Pilots Meeting, held in the Villa Elsa Hotel.

All units were requested to submit names of men interested in running in Cross-country meet. Men selected will train in Stuttgart to run in England. This office will be notified when the training will begin.

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*All facts in the Special Service Section have been taken from a letter from Pfc. John E. Ellis to the Wing Historian.

64th Fighter Wing, APO 62

Re-submission of a report was ordered by XII TAC on Utilization of Special Service Radios. USAFE considers that a large number of these radios are in the hands of individuals and organizations, and are not properly accounted for.

Delinquent reports were received by XII TAC from USAFE on non-submission of Weekly Box Office statements from Schweinfurt, Fritzlar, and Nordholz Air Base. These units were reminded that an information copy of this report is to be furnished the Major Command which is USAFE. In addition, the original and 2 copies are to be forwarded to the "C" exchange, servicing reporting theater.

Information and Education

The following is a quotation from WD [illegible] Ltr. AG 330.11 [illegible], 26 January 1946: "On his return to the US from his recent extensive trip overseas, the Assistant Secretary of War reported that one of the chief impressions he obtained was one connected with manpower and personnel or, stated differently, morale...... As a result of his contact with troops, he was convinced that one of the most immediate problems facing all commanders was that of preserving a healthy attitude among the troops, both for the sake of the job to be done on the ground, and for the effect that it might have on our future defense systems after the demobilization period is over.....the services that bear directly on this condition and that are most readily available to commanders are those found in.. ...the educational programs of the Information and Education Division."

The above sentiment and those of the Theater Command bring forward the point that the Information and Education Program is one

of the most important activities in the occupation zone today. The I & E Program consists of (1) orientation - a presentation of information concerning world news, international problems of keeping the peace, problems pertinent to the army of occupation, and facts concerning our own country, and (2) education - the offering of facilities to military personnel to continue their educational development, and (3) the publishing of newspapers and other reading matter to keep our troops "the best informed in the world."*

During the past month reports received show that a pleasing increase has been affected in the attendance of military personnel in on-duty and off-duty courses. 256 men are engaged in off duty, and 253 in on duty courses, for a grand total of 509 men using I & E facilities.

The vast importance of the orientation program has led to the announcement by the Commanding General of XII TAC that well qualified field grade officers will bear the brunt of this program. In connection with this, quotas to the I & E Staff School at Hoscht have been greatly increased for this command. During the last week of September 5 Majors were sent to this school. Each unit has been giving a minimum of 90 minutes of orientation per week.

Educational advise was given by this office to 3 EM and 2 Officers, concerning USAFI courses, Colleges in Europe, credit for

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*All facts in the Information and Education Program have been taken from a letter of Pfc. Jacob Stimberg to the Wing Historian.

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work done in the army, etc.

The value of unit newspapers in increasing morale is borne out by the success of the unit newspapers published by air bases of this command. Three papers, "Nordholz on the See" (Nordholz Air Base), "Comet Comment" (Schweinfurt Air Base) and "Frying Pan" (Fritzlar Air Base), are published. Reports on their expenditures were forwarded to higher headquarters.

H. Statistical Control

As of the beginning of the month of September the assignment of personnel in this section remained the same.

Lt. Pearson, Assistant Statistical Control Officer, is now on temporary duty at Schweinfurt Army Air Base attending instrument school. He is expected to return the 12th of October.

Two enlisted men in this section received promotions to the grade of Corporal effective 1 September 1946. They are Corporal E. J. Knisely and Corporal F. J. Ouilette.

This section had thirty-one (31) monthly reports to compile and forward in addition to regularly recurring daily reports.*

Revisions in the daily SF report and Semi-Monthly report of air craft status were received and forwarded to units of this command.

An analysis of flying time for the 64th and 70th Fighter Wings was prepared for the information of the Commanding Officer, the Assistant Chief of Staff, A-3. This analysis showed a comparison of the

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*All facts in the Statistical Control Section have been taken from a letter of Capt. Gerald B. Edwards to the Wing Historian.

THIS PAGE IS DECLASSIFIED IAW EO 13526

flying time of the two Wings for the months of June, July and August. A break down of all types of aircraft assigned each unit and the flying time for each type was shown.

The monthly Statistical Summary for August was prepared and distributed.

A new chart of Aircraft Activities from February through December 1946 was prepared and set up in the Conference room.

I. Public Relations

The month of September witnessed many changed in the policies of the 64th Fighter Wing Public Relations Office.* Among these changes, and one of the more important ones, was the system governing Hometown Release quantities. Under the new policy, each unit has it's own quota to meet each month. The quotas, which are determined by the strength of the bases, are to be met monthly. Although the first month saw only three units meeting their quotas, complete compliance is expected every month beginning with October. Units were notified of these quotas by TWX and Lt. Kohlenstein made visits to the bases to further explain the new system.

Two new Public Relations officers were appointed during the month and already are meeting with success. They are 1st Lt. Harold Fordham, who succeeded Major Joseph Jacobs at Schweinfurt AAB, and 1st

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*All facts in the Public Relations Section have been taken from a letter of Joseph Kohlenstein, 1st Lt. A/C to the Wing Historian.

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Lt. Howard Baier, who took over the reins at Fritzlar A-3. All of the present Public Relations Officers are in Category I and are expected to remain for a considerable length of time.

Hometown Releases for September totaled 165. The units were lead in production by the 14th and 47th Liaison Squadrons.

The policy of the Public Relations Office has been further explained to the units by War Departments Circular 234, dtd., 6 August 1946. This circular reads:

a. The Public Relations Division is the agency designated to deal with the public in disseminating information for publication in informational media, or through other informational channels, which concerns the War Department or the Army as a whole (AR 600-700).

b. The mission of the Public Relations Division is to create and maintain close and sympathetic understanding between the Army and the American public. In carrying out this mission, the principle of maximum decentralization of authority and operation will be followed.

The battle history of the 366th Fighter Group, which has recently been deactivated, has been completed in Public Relations from and forwarded to Major Farber, Public Relations Officer, XII Tactical Air Command.

J. Wing Surgeon

The Venereal Disease Rate within the Wing was 90 cases per thousand per annum for the month of September. This represents very little change from the August rate of 85 cases per thousand per annum.

It has been noted that Venereal Disease Prophylactic stations did at least twice as much business within the wing for the month of

September as for the month of July. This must be attributed to the Anti-VD campaign which ended August 15.

We lost two doctors during the month of September. Capt. Roberts, Fritzlar, and Capt. Burseth, Nordholz, were redeployed to the Zone of the Interior.

Ten Medical basics were sent to a six-weeks course of Basic Medical Instruction at Bremerhaven. Seven other Medical soldiers were dispatched to various specialized Medical Department Technician courses scattered throughout the American Zone.*

Four deaths were reported, S/Sgt Lawrence J. Cournoyea, 42091559, 426 Sv Gp was killed on 1 September as a result of a "Wound perforating, gunshot, severe, rt. chest" incurred when he failed to respond to the challenge of a sentry at Nordholz AAB. Cpl George E. Wright, 13138857, 542th Ftr. Sq., 27th Ftr. Gp, was killed in auto accident near Fritzlar 21 September. Pfc Cologero De Angelo, 42148775, 426th Sv. Gp, died of "Pulmonary Edema" in the dispensary at Nordholz AAB 26th September. Pfc Darrel B. Shirley, 19232382, 393rd A E Sq. was accidently killed 30 September at Fritzlar AAB in a Hangar Accident.

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*All facts on the Wing Surgeon Section have been taken from a letter of 2nd Lt. Reese E. Faucette to the Wing Historian.

THIS PAGE IS DECLASSIFIED IAW EO 13526

K. Message Center

During the month of September the Message Center has experienced many changes in personnel as well as procedure. The reason for these various changes is primarily due to the fact that the Adjutants Section has taken over the running of the Message Center.*

In regard to personnel operating the Message Center itself, there have been new men in practically every position: the M/C officer is now 1st Lt. James Q. Hamrick, ASN O-372395; the Message Center Chief is Cpl. Victor L. Clay, ASN 13204812, and the Asst. M/C Chief is Cpl. Duane Rife, ASN 151219693.

Of the six men working in the office most of them are new at their job, therefore, aside from taking care of the message traffic, we have also had the added task of teaching the personnel various jobs.

The traffic this month on incoming and outgoing messages has been normal, but the procedure in handling these TWX's has changed a great deal. In fact the procedure in handling all traffic has changed considerably. So far these new methods have saved us a great deal of work, but the efficiency of the systems can only be discovered by continued use. Our courier system for mail has been run mainly by airplanes during the summer months, but now that winter is nearly here jeeps have taken over the task. So far we have had a great deal of trouble trying to find enough vehicles

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*All facts in the Message Center Section have been taken from a letter of James Q. Hamrick, 1st Lt. AC to the Wing Historian.

and drivers, but this bad situation should clear up very soon if the constabulary doesn't take all our driver's licenses and the motor pool can find us a few extra vehicles.

This last month has inaugerated a great deal of new ideas and systems in the M/C, and it will only take time to see their outcome.

DOCUMENT TO ROLL INDEX

Frame Number	Classification Number	Date Period	Vol.	Pt.	Title	Security Classification	Remarks
4	WG-62-SU-MC	Feb-Apr/45			62nd Fighter Wing.	U	
141	WG-62-SU-OR-G	Jun/44			↓	U	
145	WG-62-SU-PL	Aug-Oct/47				U	
163	WG-62-SU-RE-D	Jul/44-May/45				U	
433	↓	Aug/44-Feb/45			↓	U	
514	WG-62-SU-RE-D	Feb-May/45			62nd Fighter Wing.	U	
544	WG-63-HI	Dec/42-Sep/43	1		63rd Fighter Wing.	U	
575		Dec/42-Sep/43	2		↓	U	
589		Dec/42-Sep/44				U	
640		Oct/43-Sep/44				U	
679		Nov/43-May/44				U	
684		Jan/44				U	
696		Feb/44				U	
708		Mar/44				U	
724		Apr/44				U	
740		May/44				U	
768	↓	Jun/44			↓	U	
779	WG-63-HI	Jul/44			63rd Fighter Wing.	U	

3825 FORM NOV 71 0-23 PREV EDIT WILL BE USED

Page 1 Of 4 Roll Number C0010

DOCUMENT TO ROLL INDEX

Frame Number	Classification Number	Date Period	Vol.	Pt.	Title	Security Classification	Remarks
792	WG-63-HI	Aug/44			63rd Fighter Wing.	U	
812		Oct/44				U	
825		Nov/44				U	
832		Nov/44-Mar/45				U	
864		Dec/44				U	
873		Jan/45				U	
880		Feb/45				U	
887		Mar/45				U	
898		Jun/45				U	
905		Jun-Sep/45				U	
925		Jul/45				U	
932		Aug/45				U	
939		Sep/45				U	
947		May-Jun/50				U	
970	WG-63-SU	Mar-Jul/44				U	
1043	WG-63-SU-OP-S	Sep/44				U	
1056	WG-63-SU-OR-G	Dec/42-Dec/43				U	
1069	WG-63-SU-RE-D	Jul-Aug/44			63rd Fighter Wing.	U	

3825 FORM NOV 71 O - 23 PREV EDIT WILL BE USED

Page 2 Of 4 Roll Number C0010

DOCUMENT TO ROLL INDEX

Frame Number	Classification Number	Date Period	Vol.	Pt.	Title	Security Classification	Remarks
1165	WG-63-SU-RE-D	Oct-Dec/43			63rd Fighter Wing.	U	
1175	WG-63-SU-RE-D	Feb/44			63rd Fighter Wing.	U	
1181	WG-64-HI	Dec/42-Feb/43			64th Fighter GP	U	
1199	↓	Dec/42-Dec/45			↓	U	
1208		1942-1945				U	
1416		Dec/42-Apr/47				U	
1658		Jul-Aug/43				U	
1677		Sep/43				U	
1690		Dec/43				U	
1696		Jan-Mar/44				U	
1708		Apr-May/44				U	
1720		Jun-Aug/44				U	
1730		Sep-Oct/44				U	
1745		Nov-Dec/44				U	
1752		Jan-Feb/45				U	
1763		Mar/45				U	
1817		Aug/45				U	
1895	WG-64-HI	Dec/45			64th Fighter GP.	U	

3825 FORM NOV 71 0-23 PREV EDIT WILL BE USED

Page 3 Of 4 Roll Number C0010

THIS PAGE IS DECLASSIFIED IAW EO 13526

DOCUMENT TO ROLL INDEX

Frame Number	Classification Number	Date Period	Vol.	Pt.	Title	Security Classification	Remarks
1903	WG-64-HI	Jan/46			64th Fighter GP.	U	
1911		Feb/46				U	
1921		Mar/46				U	
1930		Apr/46				U	
1939		May-Jul/46				U	
1990		Aug/46				U	
2015	WG-64-HI	Sep/46			64th Fighter GP.	U	
2045	Index				Index		

3825 FORM NOV 71 0-23 PREV EDIT WILL BE USED

 Roll Number C0010

2048